

liquors, etc.; to the Committee on the Judiciary.

5431. Also, petition of sundry citizens of University Park, Fremont, and Oskaloosa, Iowa, in the interest of the Bryson bill to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war, by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war, etc.; to the Committee on the Judiciary.

5432. By Mrs. SMITH of Maine: Petition of Mamie E. Benner and other citizens of Waldoboro, Maine, urging action on the Bryson bill, H. R. 2082, to lessen absenteeism in defense plants and make for greater fitness in our military forces; to the Committee on the Judiciary.

SENATE

THURSDAY, APRIL 13, 1944

(Legislative day of Wednesday, April 12, 1944)

The Senate met at 12 o'clock meridian, on the expiration of the recess.

Rev. William K. Anderson, D. D., educational director of the commission on courses of study of the Methodist Church, Nashville, Tenn., offered the following prayer:

We stand in Thy presence, our Father, this morning in deep humility of spirit. We are Thy children, but we are hardly worthy to approach Thee. We come seeking Thy forgiveness. Thou hast made a world of beauty, and we, Thy children, have made it ugly. Thou hast filled it with good things, and we have brought desolation. Thou hast made us of one blood, and we have erected barriers. Forgive us, we pray Thee, and grant to us new vision and strength. We thank Thee that they who wait upon the Lord renew their strength, and we pray Thee that we may mount up with wings as eagles, may run and not be weary, may walk and not faint.

We thank Thee for every good purpose accomplished, every noble ideal conceived, every unselfish act performed by men in the history of our Nation and by those who lead its affairs today. And we pray Thee our God that even as our fathers sought Thy wisdom and Thy truth, so we also may seek Thy wisdom and Thy truth. In a day when problems are too great for mankind may we come to Thee and find in Thee the strength, the vision, and the wisdom which we need. In the name of Christ our Lord. Amen.

THE JOURNAL

On request of Mr. BANKHEAD, and by unanimous consent, the reading of the Journal of the proceedings of the calendar day Saturday, April 1, 1944, and of Wednesday, April 12, 1944, was dispensed with, and the Journal was approved.

MESSAGES FROM THE PRESIDENT

Messages in writing from the President of the United States submitting nominations were communicated to the Senate by Mr. Miller, one of his secretaries.

EXECUTIVE COMMUNICATIONS, ETC.

The VICE PRESIDENT laid before the Senate the following letters, which were referred as indicated:

PERSONS COMMISSIONED IN THE ARMY FROM CIVIL LIFE

A letter from the Secretary of War, transmitting, pursuant to law, a report showing the name, age, legal residence, rank, branch of the service, with special qualification therefor, of each person commissioned in the Army of the United States without prior commissioned military service, for the period February 1, 1944, through March 31, 1944 (with an accompanying report); to the Committee on Military Affairs.

SPECIAL STATISTICAL STUDIES BY DEPARTMENT OF LABOR FOR OTHER THAN GOVERNMENT ORGANIZATIONS

A letter from the Secretary of Labor, transmitting, pursuant to law, a report of statistical studies performed by the Department of Labor for other than Government activities during the period January 1, 1942, to December 31, 1943 (with an accompanying report); to the Committee on Education and Labor.

PAN AMERICAN PETROLEUM & TRANSPORT CO. v. THE UNITED STATES (S. Doc. No. 184)

A letter from the Assistant Clerk of the Court of Claims, transmitting, in compliance with Senate Resolution 84, Seventy-seventh Congress, and section 151 of the Judicial Code, certified copy of the court's findings of fact and conclusions rendered on February 7, 1944, in re *Pan American Petroleum & Transport Co. v. the United States*, Congressional 17765 (with an accompanying paper); to the Committee on Claims and ordered to be printed.

PERSONNEL REQUIREMENTS

Letters from the Chairman of the Federal Trade Commission, the Chairman of the War Manpower Commission, the Director, War Relocation Authority, the Secretary of the Smithsonian Institution, and the Administrator of the National Housing Agency (revised estimate), transmitting, pursuant to law, estimates of personnel requirements for their respective offices for the fourth quarter of the fiscal year 1944 (with accompanying papers); to the Committee on Civil Service.

RESOLUTION OF THE NEW YORK LEGISLATURE

The VICE PRESIDENT laid before the Senate a concurrent resolution of the Legislature of New York, which was referred to the Committee on Commerce, as follows:

STATE OF NEW YORK, IN ASSEMBLY, Albany, March 18, 1944.

Whereas this country is on the threshold of a period during which great readjustment and expansion of civil aviation is certain to take place; and

Whereas it is essential for the best interests of this country and the 48 States thereof that we assert leadership in assuring the fullest development of aviation in all its phases, both from the international and domestic standpoint; and

Whereas there has been introduced in Congress a civil-aviation bill, designated H. R. 3420 and commonly known as the Lea bill, the avowed purpose of which is to advance all branches of civil aviation; and among other things to assure in the interests of the public the greatest degree of safety in flying activities by the creation of a separate and independent office of director of air safety, to improve the administration of governmental regulation, to codify the civil-aviation law, and to provide means and methods of practical planning for the post-war usefulness of the airplane; and

Whereas objections have been raised to the Lea bill concerning the extent to which it infringes upon the sovereignty of the several States and the extent to which it applies Federal regulation to the operation of airports within the several States; and further, that the provisions of the bill as they codify existing law prevent surface carriers from entering the air-transportation business; and

Whereas air transportation is one of many means of transportation available to the public and its regulation as well as the regulation of other modes of transportation should be considered from the point of view of the public interest as a whole, both Federal and State; and

Whereas the State of New York has always maintained a leading position in the production of aircraft, aircraft engines and accessories, the promotion of private flying, the establishment of airports, all of the foregoing resulting in bringing to this State and to the city of New York the headquarters of the leading domestic and international air lines and in furnishing to its citizens outstanding air-transportation service to all parts of the world; and

Whereas the city of New York is presently developing on Jamaica Bay, Idlewild, a new airport destined to become the world's greatest center of aviation activity; and

Whereas it is the intent and purpose of the State of New York to continue its leadership in the field of aviation during the post-war period and to promote and encourage the maximum development of civil aviation by wholehearted cooperation with the various States and the Federal Government in their respective spheres of jurisdiction; Now, therefore, be it

Resolved (if the senate concur), That the Legislature of the State of New York hereby memorializes the Congress of the United States as follows:

(1) To take immediately all steps necessary and proper to assure this country's continued aviation progress and to make possible its world leadership in that field; and

(2) To bring about prompt enactment of constructive legislation which will assure to this country equal opportunities with the other nations in the development of air-transport services and equal privileges in the use of airports and other facilities developed in the course of this war; and

(3) To make certain, in the course of enactment of legislation to effectuate the foregoing purposes that Congress specifically exclude from its operation those fields of aviation jurisdiction properly reserved to the individual States; and

(4) To make certain, in addition, that no State be deprived of the power to regulate aviation activities within that State so long as such does not thereby interfere with the enforcement of laws properly enacted by the Federal Government in the public interest; and be it further

Resolved (if the senate concur), That copies of this resolution be immediately transmitted to the President of the United States, the Secretary of the United States Senate, the Clerk of the House of Representatives, and to each Member of Congress elected from the State of New York.

By order of the assembly,

ANSLEY B. BORKOWSKI, Clerk.

In senate, March 18, 1944, concurred in, without amendment.

By order of the Senate,

WILLIAM S. KING, Clerk.

RESOLUTIONS BY BUFFALO COUNTY (NEBR.) FARMERS' UNION

Mr. BUTLER. Mr. President, I ask unanimous consent to present for printing in the RECORD and appropriate reference a letter embodying resolutions

adopted by the Buffalo County Farmers' Union, Nebraska.

There being no objection, the letter embodying resolutions was referred to the Committee on Banking and Currency and ordered to be printed in the RECORD, as follows:

MARCH 31, 1944.

Senator FRED A. MUELLER,
Kearney, Nebr.

DEAR MR. MUELLER: At the quarterly Farmers' Union meeting held in Pleasanton this month, the following resolutions were adopted.

Would you please send these to Senators BUTLER and WHERRY and Congressman MILLER?

"We, the Buffalo County Farmers' Union, in quarterly session, believe that the support price of hogs should be left at the present price and not lowered, as lowering of support prices will curtail production."

"Be it resolved, That we, the Buffalo County Farmers' Union, request the selective-service board give careful consideration to the experienced farm-labor situation in making their selections for armed service, where production will be seriously curtailed and in some instances would be stopped."

Thanking you, I remain,

Sincerely yours,

HARRY E. CAMPBELL,
County Secretary, Kearney, Nebr.

REPORT ON DISPOSITION OF EXECUTIVE PAPERS

Mr. BARKLEY, from the Joint Select Committee on the Disposition of Executive Papers, to which was referred for examination and recommendation a list of records transmitted to the Senate by the Archivist of the United States that appeared to have no permanent value or historical interest, submitted a report thereon pursuant to law.

BILL INTRODUCED

Mr. THOMAS of Utah (for Mr. REYNOLDS), by unanimous consent, introduced a bill (S. 1844) authorizing the President of the United States to extend the time for awarding decorations to persons for service in the armed forces in any war, which was read twice by its title and referred to the Committee on Military Affairs.

USE OF FLAX FIBER IN THE MANUFACTURE OF BAGS AND TWINE

Mr. LANGER submitted the following resolution (S. Res. 280), which was referred to the Committee on Agriculture and Forestry:

Resolved, That the Committee on Agriculture and Forestry, or any duly authorized subcommittee thereof, is authorized and directed to make a full and complete study and investigation for the purpose of ascertaining whether any agency of the Government has attempted directly or indirectly to discourage the utilization of domestically produced flax fiber in the manufacture of bags, twine, and similar products, and to report to the Senate at the earliest practicable date the results of its study and investigation together with such recommendations as it may deem desirable.

For the purpose of this study and investigation, the committee, or any duly authorized subcommittee thereof, is authorized to hold such hearings, to sit and act at such times and places during the sessions, recesses, and adjourned periods of the Seventy-eighth Congress, to employ such clerical and other assistants, to require by subpoena or otherwise the attendance of such witnesses and the pro-

duction of such correspondence, books, papers, and documents, to administer such oaths, to take such testimony, and to make such expenditures, as it deems advisable. The cost of stenographic services to report such hearings shall not be in excess of 25 cents per hundred words. The expenses of the committee under this resolution, which shall not exceed \$_____, shall be paid from the contingent fund of the Senate upon vouchers approved by the chairman of the committee.

FOREIGN AFFAIRS OF THE UNITED STATES—ADDRESS BY HON. BRECKINRIDGE LONG

[Mr. CHAVEZ asked and obtained leave to have printed in the RECORD an address entitled "Foreign Affairs of the United States in War-time and After," delivered by Hon. Breckinridge Long, Assistant Secretary of State, before the American Federation of Labor Forum on labor and the post-war world, in New York City, April 12, 1944, which appears in the Appendix.]

DECISIONS OF THE SUPREME COURT ON RIGHT OF NEGROES TO VOTE IN PARTY PRIMARIES

Mr. MAYBANK. Mr. President, on yesterday I had printed in the CONGRESSIONAL RECORD an article from Sunday's Washington Star giving the recent opinion of the United States Supreme Court on the right of the Negroes to vote in party primaries. This article also reprints a previous decision by the Supreme Court on the same question, but which is in direct contrast to the views now held by the present Justices of the Supreme Court, with the exception of Mr. Justice Roberts.

In this world crisis I feel that above all else we must have unity among our people. We are in a terrible war. It is unfortunate indeed for anyone to stir up racial strife in times like these.

During my campaign for reelection last year some of my opposition sought to secure votes against me because I had not used the forum of the Senate to denounce agitators who were seeking to uproot certain customs and procedure in the South with reference to the Negro. I refrained from doing this because I felt that immediately after the atrocities of the Japanese at Pearl Harbor and in the Pacific islands was no time to discuss these issues.

Prior to the war, in my official position, I was among the southern leaders in Philadelphia in 1936 who fought the repeal of the two-thirds rule of the Democratic Party, and again, as the Governor of my State in 1940 I was among those who opposed the interference of the Federal Government at that time when the antilynching bill was being considered by this body. Again last year, when the poll-tax question was brought up, I was one of the southern Senators who were singled out by the Sergeant at Arms to return here to make a quorum for the purpose of passing the poll-tax legislation, which, in short, is legislation against the Constitution, against State rights, and against our southern democracy.

These agitators have continued to work to upset our election laws and our custom of segregation, which has proved mutually satisfactory to the vast majorities of both races in South Carolina.

The people of the South are worried about the war and are using their efforts to aid in every way possible. They have not had the opportunity publicly to express themselves as they would be able to if conditions were different. The young men in the South are absent in the armed forces. For fear that this situation may cause those in other sections to be under some false impression, let me say that the people of South Carolina feel as keenly on this subject as they ever have during the years that have passed.

In fact, not in many years have my people been so much disturbed as they are now. Because of their patriotism they are being taken advantage of by those who are using the war to promote their own ambitions.

In my opinion, these agitators are making a serious mistake, when during the stress of war they seek by law to abrogate customs which are as old and deep-rooted in the South as our civilization itself.

I regret that the Supreme Court has seen fit to reverse its previous decision with reference to the rights of the States in selecting those who are to serve them in public office. This high tribune could not have picked a worse time to stir up this subject. They have abandoned the wisdom of their predecessors.

Mr. President, the white people of the South will not accept these interferences. We are proud of our section. We know what is best for the white people and the colored people. We are going to treat the Negro fairly, but in so doing we do not intend for him to take over our election system or attend our white schools.

Regardless of any Supreme Court decisions and any laws that may be passed by Congress, we of the South will maintain our political and social institutions as we believe to be in the best interest of our people.

EXECUTIVE SESSION

Mr. BANKHEAD. I move that the Senate proceed to consider executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business.

EXECUTIVE MESSAGES REFERRED

The VICE PRESIDENT laid before the Senate messages from the President of the United States submitting sundry nominations, which were referred to the appropriate committees.

(For nominations this day received, see the end of Senate proceedings.)

The VICE PRESIDENT. If there be no reports of committees, the clerk will proceed to state the nominations on the Executive Calendar.

THE NAVY

The legislative clerk proceeded to read sundry nominations in the Navy.

Mr. BANKHEAD. I ask unanimous consent that the Navy nominations be confirmed en bloc.

The VICE PRESIDENT. Without objection, the nominations in the Navy are confirmed en bloc.

Mr. BANKHEAD. I ask unanimous consent that the President be immediately notified.

The VICE PRESIDENT. Without objection, the President will be notified forthwith.

RECESS TO MONDAY

Mr. BANKHEAD. As in legislative session, I move that the Senate take a recess until next Monday at 12 o'clock noon.

The motion was agreed to; and (at 12 o'clock and 9 minutes p. m.) the Senate took a recess until Monday, April 17, 1944, at 12 o'clock meridian.

NOMINATIONS

Executive nominations received by the Senate April 13 (legislative day of April 12), 1944:

NATIONAL HOUSING AGENCY

Philip M. Klutznick, of Nebraska, to be Federal Public Housing Commissioner in the National Housing Agency, vice Herbert Emmerich.

GOVERNOR OF THE PANAMA CANAL

Brig. Gen. Joseph C. Mehaffey, United States Army, for appointment as Governor of the Panama Canal, provided for by the Panama Canal Act, approved August 24, 1912, vice Maj. Gen. Glen E. Edgerton, United States Army, resigned.

IN THE MARINE CORPS

Brig. Gen. James L. Underhill to be a major general in the Marine Corps, for temporary service, from the 28th day of September 1942.

Brig. Gen. Thomas E. Watson to be a major general in the Marine Corps, for temporary service, from the 20th day of January 1944.

Col. Samuel C. Cumming to be a brigadier general in the Marine Corps, for temporary service, from the 19th day of September 1942.

Col. Oliver P. Smith to be a brigadier general in the Marine Corps, for temporary service, from the 1st day of October 1942.

CONFIRMATIONS

Executive nominations confirmed by the Senate April 13 (legislative day of April 12), 1944:

IN THE NAVY

TO BE REAR ADMIRALS, FOR TEMPORARY SERVICE, TO RANK FROM THE DATES PLACED AFTER THEIR RESPECTIVE NAMES

Donald B. Duncan, March 2, 1943.

Bertram J. Rodgers, January 28, 1943.

Theodore D. Ruddock, Jr., September 29, 1942.

Charles T. Joy, December 19, 1942.

Francis C. Denebrink, March 15, 1943.

TO BE COMMODORES, FOR TEMPORARY SERVICE

Thomas R. Kurtz to be a commodore on the retired list while serving as Chief of Staff to Commander, Eastern Sea Frontier.

Burrell C. Allen to be a commodore on the retired list while serving as Chief of Staff to Commander, Western Sea Frontier.

Marion C. Robertson to be a commodore while serving as Chief of Staff to Commander, Hawaiian Sea Frontier.

Charlton E. Battle, Jr., to be a commodore while serving as Chief of Staff to Commander, Service Force, Atlantic Fleet.

John H. Magruder, Jr., to be a commodore while serving as Chief of Staff to Commander, Caribbean Sea Frontier.

Paul S. Theiss to be a commodore while serving as Chief of Staff to Commander, Amphibious Forces, Pacific Fleet.

Homer W. Graf to be a commodore while serving as Chief of Staff to Commander, Seventh Fleet.

Allen G. Quynn to be a commodore while serving as Chief of Staff to Commander, Service Force, Pacific Fleet.

Clinton E. Braine, Jr., to be a commodore while serving as Chief of Staff to Commander, Fourth Fleet.

Howard A. Flanigan to be a commodore on the retired list while serving as Deputy Chief of Staff to Commander, Twelfth Fleet.

George A. Seitz to be a commodore while serving as Chief of Staff to Commander, Air Force, Atlantic Fleet.

Leonard Doughty, Jr., to be a commodore on the retired list while serving as Commander, Advanced Bases, Italy.

HOUSE OF REPRESENTATIVES

THURSDAY, APRIL 13, 1944

The House met at 12 o'clock noon and was called to order by the Speaker.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

O Thou anointed One, who taught truth, purity, and kindness, be not too great for our beliefs nor too little for our hearts. We praise Thee for the greatness which makes room for all and provides home and shelter for even the meanest life; Thou wilt steady us in the last and greatest adventure of the soul. Graciously bless them whose tired feet press courageously on as they thread the labyrinth of life's long lane. Far from the touch of strife, give them sustaining peace and comfort which flow from the loving litany of the pilgrims' chant as they move on to greet the sunrise.

Teach us the repose that is in a life which is responsive to the message of Nature; how marvelous is the vision which it unfolds; grant that the virtues which it symbolizes may enrich and ennoble our lives. Let us share the thoughts of Thine infinite mind and the emotions of Thine heart that the sense of Thy goodness may possess us. When the night is dark and the day dreary may we not be discouraged nor depressed; allow not their trial to leave a stain on the helmet of our courage; be Thou our shield forever. To Thee whose mercies have been over us through the passing years, we devoutly pray for our President, our Speaker, the leaders, and Members of our Congress that all their labors shall be acceptable in Thy sight. All glory be unto Thee, O Christ. Amen.

The Journal of the proceedings of yesterday was read and approved.

THE HONORABLE SOUTH TRIMBLE, CLERK OF THE HOUSE OF REPRESENTATIVES

Mr. LUDLOW. Mr. Speaker, I ask unanimous consent to address the House at this time.

The SPEAKER. Is there objection to the request of the gentleman from Indiana [Mr. Ludlow]?

There was no objection.

Mr. LUDLOW. Mr. Speaker, it is fit and proper, I think, that the House of Representatives should pause at this opening hour to pay its tribute of esteem

and affection to one of the most popular men who have served it in our time, or at any other time.

South Trimble, the beloved Clerk of the House, is 80 years old today. More appropriate it would be to say that he is 80 years young, for it is only the calendar that runs against him and creates the wholly false impression that he is getting old.

He seems somehow or other to be gifted with perennial youth which keeps him physically fit and mentally as keen as a Damascus blade. As he dashes with sprightly step by another milestone today his friends acclaim him and rejoice, but it is just another day in his busy life and finds him hard at work in his little office room off of Statuary Hall, the room where President John Quincy Adams died. It may be that while he toils he is doing a little dreaming, for the fishing season is around the corner, and fishing is his favorite recreation. He is a skillful fisherman and, unlike some fishermen, he is fair and reasonable in his description of the results of his piscatorial prowess.

The sterling quality of Mr. Trimble's democracy seems to have been fore-ordained, when, very appropriately, he was born in the same month and on the same day of the month as Thomas Jefferson. He is a deep student and thinker in respect to problems of politics and the public service and is an outstanding authority on the remonetization of silver.

Born in the bluegrass country of Kentucky, a farmer by inheritance and by choice, he got his first bath of political fire as speaker of the legislature of his native State during the stormy and tragic epoch that was high lighted by the assassination of Gov. William E. Goebel. His role in those dark and tempestuous days required courage of the highest order and the young speaker arose magnificently to the occasion.

The Kentucky speakership was the springboard that landed him in the national arena as a Member of this House, where he served three terms, from 1901 to 1907, as a Representative from Kentucky in the Fifty-seventh, Fifty-eighth, and Fifty-ninth Congresses. I was a member of the Press Gallery upstairs at that time and I have known Mr. Trimble more than 40 years. Since he first came to Congress as a Member of the House, approximately 3,000 Members have come and gone. Ten Speakers have been in office, only 2 of whom are now living.

Seventeen times he has been nominated by the Democratic caucus as his party's candidate for the office of Clerk of the House.

One of the confirmed habits of the Democracy of the House, whether it is in power or out of power, is to nominate South Trimble for Clerk. He is the only Democratic Clerk of the House in half a century and is now serving his eleventh term in that office.

He was Clerk of the House during the First World War, from 1911 to 1919, and his present service dates back to 1931, covering World War No. 2 up to date.

As Clerk during these two periods of astronomical expenditures, he has signed bills carrying over twice as much money as all of the bills signed by all of the other Clerks of the House in the entire history of the Nation.

I asked Marc Sheild, who is the world's handiest man with figures, to make a computation for me showing the total amount of money carried in the bills which Mr. Trimble has signed as Clerk of the House of Representatives, and, after considerable pencil exercise, Mr. Sheild reported that the total is in the neighborhood of \$470,000,000,000, which is more by almost \$100,000,000,000 than the total estimated wealth of the United States as shown by the last census of national wealth.

Mr. Trimble's friends are legion. He has been in many a sharp political fight, but has always managed to emerge without any scars or heartburnings, either his own or the other fellow's, for he is a kind and understanding soul who binds men to him as with hoops of steel. It has been said of him that "the more he fights, the more friends he makes." He is a wise counselor; and if everyone whom he has helped over the rough places of life were to send him a bouquet on this his eightieth anniversary, he would have to move out of his office and commandeer Statuary Hall to accommodate the floral overflow.

I know that I speak the unanimous sentiment of the House of Representatives when I say that we congratulate Mr. Trimble on the fulfillment of a career of distinguished service to his fellow beings and that we wish for him much happiness and success in the eventful years to come.

Mr. PLUMLEY. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Vermont?

There was no objection.

Mr. PLUMLEY. Mr. Speaker, our friend from Indiana has so well paid tribute to the Clerk of this House that I can only hope to add to it by seeking to emphasize the significance of this occasion.

After 20 years of service as the Clerk of the House of Representatives, a longer official term in that capacity than it has ever been the good fortune of any man to enjoy, "age has now stamped with its signet that ingenuous brow" of our good friend South Trimble. The records—and only the records—show that his term of service has been so long, or that he has arrived at the distinction in years of having lived 10 beyond the biblically allotted span. He has made good use of overtime.

I know that all his friends on my side of the aisle—and I mean all of them—wish for him, as I do, that he may live as long as he may wish and have whatever and all that he may wish so long as he may live.

Truly, his way of life has not, as Shakespeare has it, "fallen into the sear, the yellow leaf." On the contrary, he is honored by having the love and respect

and obedience of troops of friends, well won, whose adoption he has tried.

Mr. Speaker, this is an event and an occasion unusual and historical in its nature, and in fact. It has no duplicate in congressional annals, nor will it ever have one. To be 80 years young and to be Clerk of the House of Representatives of the Congress of the United States is an honor and a mark of distinction which never before has been enjoyed by any man.

Incidentally, today is also the anniversary of the birth of the greatest Democrat of them all, Thomas Jefferson, whose memory all Americans revere.

So, South Trimble, salutations and congratulations. I speak for your old friend and colleague, my father, for myself, and for all those who have in days gone by crossed swords with you as a Member of the House, and for those who have been the beneficiaries of your non-partisan and zealous contribution to their welfare in your capacity as the Clerk of the House these long years. You have discharged the duties of every office to which you have been called efficiently, with fidelity, honor, and great distinction.

I wish you to know that we do not today count a man's years until he has nothing else to count. Age measured in years is not important. It is the man who counts.

So may you live long and prosper.

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

Mr. McCORMACK. Mr. Speaker, the tributes paid to our distinguished friend, South Trimble, by the gentleman from Indiana [Mr. LUDLOW] and the gentleman from Vermont [Mr. PLUMLEY], are tributes that South Trimble richly deserves. I know that on this day South Trimble values very much the many friendships that he has made and that he enjoys today, and is thinking also of the many friends of his of bygone years who have taken the journey into the Great Beyond. This is a joyous day for South Trimble and one that should be enjoyed by him and his fine wife who has accompanied him in the journey through 59 years of married life, and their children and their grandchildren. It is not my purpose to dwell at length upon South Trimble himself because that has already been done. We entertain for him that warm feeling of respect, confidence, and friendship which his character as a man and the character of service which he has rendered to our country and to this House so richly deserves.

But, I think in addition to South Trimble, and congratulating him, we might look behind South Trimble. In every person's character there is usually the influence of a mother, and there is no question but what his dearly beloved mother has played a very important influence in his life, particularly in the formative years, in the molding of that great character which he so outstandingly and nobly exemplifies. In addition

to that, there is also the influence of a wife. When we find any man who is successful we usually find the arms of a woman somewhere around him. I had today the pleasure of meeting for the first time the girl he married 59 years ago, still young, still a beauty. I was very much impressed, and I could see in addition to the influence of his dear mother the tremendous influence that that dear girl of his, whom he married 59 years ago, has had upon his life. The one thing that impressed me as I went over to congratulate South Trimble and met Mrs. Trimble on that occasion, and the example that was conveyed to me, was the fact that after 59 years of married life they are still a couple of sweethearts. So, I think in pausing to congratulate this great man today we should also think of his dear mother who contributed so much in the molding of his character, but also that dear girl of his, his wife, who for 59 years has been traveling the journey of life with him. They have been blessed with children and grandchildren, constituting a fine spiritual and a fine American family. Mrs. Trimble is entitled to more credit for the great progress South Trimble has made than South Trimble himself. I know my friend, South Trimble, will not take issue with this observation.

To South Trimble, I extend my congratulations on this, his birthday anniversary, and my best wishes for many more years of fruitful work in the service of the House of Representatives, and our country.

Mr. MICHENER. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. MICHENER. Mr. Speaker, it is a privilege and a genuine pleasure to rise and pay my tribute of honor, love, and respect to South Trimble. He has been here a long time. He does not serve any more as an individual. South Trimble is an institution in connection with the House of Representatives. He is a part of it. Coming here as a Representative of the great Bluegrass State, an ardent, young, enthusiastic, and capable Member of Congress, he conducted himself well and acquitted himself admirably as a Member of Congress. His people had every reason to be proud of him. Later it was his good fortune to be selected by his former colleagues in the House as one of the officers of the House. He has been for 10 these many years a splendid official in this important capacity.

Little can be added to what has been said by the distinguished majority leader [Mr. McCORMACK] and others. However, we must not forget that in the life and the character and the daily work of South Trimble he has exemplified at all times the typical American with the highest ideals. A man of learning, scholarly, courteous, refined, a reader of good literature, he adds to the number of the great men who have served in this House.

I am sure that I speak the sentiments of all those on the Republican side of the

aisle, when I express the hope that South Trimble will live for years and years to come, to enjoy the heritage which he has builded for himself and be available to the legion of friends whose confidence he has. The only thing I can see on the horizon that might add a tinge of sorrow just now is that he will possibly—if all indications come true—along with the majority party, retire as Clerk of the House at the beginning of the next Congress. We only hope that when that does happen South Trimble will be one of the minority remaining with us. He helps all of us. We need him. He fights always when it is time to fight, but he never strikes below the belt. Disagreement with him never leaves mental wounds.

Partisan; yes. He is a party man. He is a Democrat, and thank God, I think he is an old-fashioned Jeffersonian Democrat, just as I am a Jeffersonian Republican at this time.

Mr. Speaker, it is the hope of all of us that our distinguished friend may live for many years to come, a credit to himself, a joy to his family, and an asset to his Nation.

Mr. SHORT. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. SHORT. Mr. Speaker, public life at any time is never an easy thing. In times of great stress and strain, particularly in time of war, when the Nation's fate is at stake, it is a most trying task.

Grow old along with me!

The best is yet to be,

The last of life, for which the first was made.

I think Robert Browning must have had in mind South Trimble or his prototype when he wrote those words, because with the increasing years South Trimble has grown mellow and sweet, and has never allowed any of the vicissitudes of fortune or time ever to make him sour. I can truthfully say he is one of the noblest characters whom I have ever met. The younger Members of this House who have not had the privilege and the pleasure of sitting at his feet and drinking at the inexhaustible fount of wisdom and of inspiration have missed the greatest treat any Member of this House can have.

South Trimble believes that happiness is the only good, reason the only torch, justice the only worship, and love the only priest.

For three terms he served as a Kentucky Democrat in this House, and was not a candidate for reelection, loyal to his party and always patriotic to his country. After that tenure of office, without a single exception he was nominated by his party as Clerk of the House of Representatives, and served through the First World War and is serving now, although he has reached the ripe age of four score years in this honorable body.

I hope you gentlemen will go in to see him, and I wish you could sit down and listen to him expound just for a little while on Henry Clay, who, without a

doubt had perhaps the most remarkable and colorful career of any man in American political life, who was elected as Speaker of this House the first day he entered this body. South will tell you a lot of things that are not contained in the history books. Henry was a great boy but South Trimble is a great man.

Because my grandparents on my mother's side came from Kentucky, I am naturally in love with Kentucky, and because Kentucky has more or less mothered Missouri. We recall the Breckenridges and the Clarks and the Stones and the Francises, Hawes, and Crittendens and all the others who came out of the hills of Kentucky to Missouri. I never quite understood why they left Kentucky, except that when anyone leaves Kentucky he swears two things: First, he will never return, and, second, he will not tell on the other guy.

Mr. Speaker, I count it an honor and a privilege to be allowed to say a few words, feeble as they may be, in tribute to a man who has lived a long, honorable, and useful life. Often when I see the people in these galleries who work and toil to pay the taxes to keep us in office, I think that this is just a show window. After all, the Members of Congress do not run this House, it is the men behind the scenes, it is the Clerk of this House, in season and out of season, when Congress is in session and out of session, and these other faithful employees, and that includes you, Kenneth. These other Members of this body who toil in the background without public acclaim, without any recognition or publicity, give their all and their very best for their Government and their country.

So the Republicans and Democrats today congratulate South Trimble, and this aisle knows no line. The richest reward of any Congressman is the friendships he forms here, the friends he binds to him with hoops of steel, because after all, you have gone through the same battle we have. When you have the pitiless searchlight of public opinion turned on you, and survive a primary campaign and then a general election, you know that every man in this body has something on the ball, or he would not be here. Anyone who has served for three terms in this House and then served as Clerk of the House all these many years, since 1901, 43 years ago—oh, what a babe I was at that time—that man has something on the ball. So I join you in expressing the highest personal esteem, the fondest affection, and the very best wishes to South Trimble and to his better half, on this grand and glorious day that he celebrates his eightieth birthday. God bless him and give him peace and prosperity.

The SPEAKER. The Chair recognizes the gentleman from North Carolina [Mr. DOUGHTON].

Mr. DOUGHTON. Mr. Speaker, I am the only Member of the House of Representatives, as now constituted, whose service began simultaneously with the service of South Trimble as Clerk of the House. I was first elected a Representative in Congress in 1910, my term of office beginning on March 4, 1911. At that time Mr. Taft was President and

he convened Congress in extraordinary session, if my memory serves me correctly, on April 4, 1911, for the consideration of the Canadian Reciprocity Treaty.

When the Sixty-second Congress was organized, Champ Clark was elected Speaker and South Trimble was elected Clerk for the first time. Thus we began our work in this House at the same time. He had previously been a Member of the House. I have never heard South Trimble criticized during these many years by anybody about anything. He has been a most useful, faithful, and exemplary servant of the House and the people. His ability, his fidelity, his efficiency, and his courtesy have always been recognized by the membership of the House, not only recognized but appreciated. So far as my knowledge goes, but few have served his country longer and none has served it better than South Trimble. He has brought to the discharge of the duties of the responsible position which he has filled all the qualities of both mind and character, head and heart, necessary to make a useful, courteous, able, and efficient public servant.

I am very happy to join in paying tribute to him on this the eightieth anniversary of the birth of this most gifted and useful man.

The SPEAKER. The Chair recognizes the gentleman from Missouri [Mr. CANNON].

Mr. CANNON of Missouri. Mr. Speaker, Kentucky has contributed great men to every western State. Speaker CLARK in recounting their deeds and their greatness wondered what would have happened if all had stayed at home and spent their lives together in their native State. So it is a matter of particular interest that we honor here today a great Kentuckian who in his wisdom and good fortune has never strayed from the bluegrass and bourbon of that noble commonwealth. It is a State famed in song and story for its fine liquor, its fast horses and its fair women. And the distinguished and beloved statesman whom we so delight to honor on this happy anniversary is a connoisseur of all three.

But Kentucky long ago yielded any narrow provincial claims to the exclusive allegiance of this great son of the South, this eminent American. He has become a national institution. Here on Capitol Hill we inevitably gravitate to his office not only for counsel and advice on all Congressional and governmental matters but for any needed information not found in the encyclopedias and for spiritual and intellectual solace and fellowship. And to his sanctum from day to day troop historians, scholars, scientists and savants from all the States and all the world.

South Trimble is one of the most versatile of men. In his office, like Saul at the feet of Gamaliel, I learned the fundamentals of monetary economics, read some of the most fascinating chapters from the unwritten history of the Nation, and was imbued with the evangelistic philosophy of purest Jeffersonian democracy. And never yet have I found

his recollection remiss or his logic vulnerable.

After long and useful service in the House, he was promoted to his present high position where he has had the unusual distinction of serving through two world wars. Let us hope he will never have that distinction again. But his career as Clerk of the House is just beginning. He is serving now as Clerk of the Seventy-eighth Congress and will serve as Clerk of the Seventy-ninth Congress and on ad infinitum. In the language of Joe Jefferson's Rip Van Winkle, "Here's to you, young feller. May you live long and prosper."

EXTENSION OF REMARKS

Mr. COLMER. Mr. Speaker, last evening Hon. James F. Byrnes, Director of War Mobilization, made a very splendid speech in New York City, entitled "Preparation for Peace on the Home Front." I ask unanimous consent to extend my remarks and to include that speech.

The SPEAKER. Without objection, it is so ordered.

Mr. WASIELEWSKI. Mr. Speaker, I ask unanimous consent to extend my own remarks and to include therein an editorial.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD and to include therein an article by George Morris, in the Commercial Appeal of Memphis, Tenn., of April 6.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

PERMISSION TO ADDRESS THE HOUSE

Mr. ELLSWORTH. Mr. Speaker, I ask unanimous consent to address the House tomorrow, April 14, for 15 minutes at the conclusion of the legislative business and after any special orders already entered.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

EXTENSION OF REMARKS

Mr. HOPE. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD and to include certain recommendations by the Southern Great Plains Agricultural Council.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. CARSON of Ohio. Mr. Speaker, I ask unanimous consent to extend my own remarks in the RECORD and to include therein an article by Colonel Sanders.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. WELCH. Mr. Speaker, yesterday I was granted permission by unanimous consent to print in the Appendix of the RECORD an address delivered by the Honorable Sergio Osmeña, Vice President of the Philippine Islands. The address exceeds the limit allowed by one-third of a page and the Public Printer esti-

mates that the cost of printing will be \$105. Notwithstanding, Mr. Speaker, I ask unanimous consent to extend the said address in the RECORD.

The SPEAKER. Notwithstanding and without objection, it is so ordered.

There was no objection.

AN ACT TO PROMOTE THE DEFENSE OF THE UNITED STATES

Mr. COX, from the Committee on Rules, reported the following privileged resolution (H. Res. 498) on the bill (H. R. 4254) to extend for 1 year the provisions of an act to promote the defense of the United States, approved March 11, 1941, as amended, which was referred to the House Calendar and ordered to be printed:

Resolved, That upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H. R. 4254) to extend for 1 year the provisions of an act to promote the defense of the United States, approved March 11, 1941, as amended, and all points of order against said bill are hereby waived. That after general debate, which shall be confined to the bill and continue not to exceed 2 days, to be equally divided and controlled by the chairman and the ranking minority member of the Committee on Foreign Affairs, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion, except one motion to recommit.

EXTENSION OF REMARKS

Mr. BRADLEY of Michigan. Mr. Speaker, I ask unanimous consent to extend my own remarks in the RECORD and to include a radio broadcast delivered by me on April 2, and also ask unanimous consent to include a broadcast delivered on April 9.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

JOSEPH A. LaFRAMBOISE

Mr. BRADLEY of Michigan. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. BRADLEY of Michigan. Mr. Speaker, I have taken this time to pay public tribute and to express my admiration and esteem for a very capable public servant in our State and one of my outstanding constituents, State Senator Joseph A. LaFramboise, who has served as mayor of the city of Gladstone. For many years he has served on the City Council of Gladstone, and is now completing his second consecutive term in the Michigan State Senate—all this service as a Democratic incumbent. He has always been recognized as a capable, fair public official—a fearless and clean fighter. Now he has shown exceptional wisdom and extreme political acumen because he has recently switched his party affiliation. I welcome him into the Re-

publican Party, since he has announced his opposition against me for the Republican nomination for Representative in Congress.

EXTENSION OF REMARKS

Mr. PITTENGER. Mr. Speaker, I ask unanimous consent in three instances to extend my own remarks in the RECORD on three different subjects.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted as follows:

To Mr. CHIPERFIELD (at the request of Mr. MICHENER), indefinitely, on account of official business.

To Mr. RAMEY (at the request of Mr. MICHENER), indefinitely, on account of death in family.

SENATE ENROLLED BILL SIGNED

The SPEAKER announced his signature to an enrolled bill of the Senate of the following title:

S. 1028. An act to amend the Fire and Casualty Act of the District of Columbia.

NAVY DEPARTMENT APPROPRIATION BILL, 1945

Mr. SHEPPARD. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H. R. 4559) making appropriations for the Navy Department and the naval service for the fiscal year ending June 30, 1945, and additional appropriations therefor for the fiscal year 1944, and for other purposes; and pending that motion, I would like to see if we cannot agree as to the time to be spent on general debate.

Mr. PLUMLEY. Mr. Speaker, I think we ought to prepare to consume at least 3 hours in general debate to be equally divided.

Mr. SHEPPARD. Mr. Speaker, that is perfectly agreeable. Mr. Speaker, I ask unanimous consent that the time for general debate be limited to 3 hours, one-half to be controlled by the gentleman from Vermont (Mr. PLUMLEY) and one-half by myself.

Mr. McCORMACK. Mr. Speaker, reserving the right to object, and of course I shall not, I should like to find out if it is the intention to complete the bill today, because if it is and if the bill is completed, I shall submit a unanimous-consent request later in the day that when the House adjourns today, it will adjourn to meet on Monday next.

Mr. SHEPPARD. Mr. Speaker, I will say to the gentleman from Massachusetts that in view of conversation I have had with other Members of the House the bill can be passed today.

Mr. McCORMACK. I just wanted to inquire so as to govern myself accordingly.

Mr. PLUMLEY. Mr. Speaker, unless there is a roll call on the bill, there should be no question about being able to finish it today, as I have only four requests for time.

Mr. McCORMACK. Mr. Speaker, there is certainly no intention on my

part to seek a roll call, I assure the gentleman from Vermont [Mr. PLUMLEY].

The SPEAKER. Is there objection to the request of the gentleman from California [Mr. SHEPPARD].

There was no objection.

The SPEAKER. The question is on the motion of the gentleman from California [Mr. SHEPPARD].

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H. R. 4559) making appropriations for the Navy Department and the Naval Service for the fiscal year ending June 30, 1945, and additional appropriations therefor for the fiscal year 1944, and for other purposes, with Mr. SPARKMAN in the chair.

The Clerk read the title of the bill.

By unanimous consent, the first reading of the bill was dispensed with.

The CHAIRMAN. The gentleman from California [Mr. SHEPPARD] is recognized for 1½ hours.

Mr. SHEPPARD. Mr. Chairman, I am presenting for consideration the naval budget for the fiscal year 1945.

It is the third regular annual naval budget since Pearl Harbor. It is the fifth regular annual naval budget since June 30, 1940, and naval budgets even earlier than that were written under the influence of the imminence of this war.

For the period July 1, 1940, to date, and that period has been used heretofore as the war-cost period, we have made available to the Naval Establishment, including unliquidated contractual authority, roundly ninety-four billions of dollars. The 1945 budget, as it is brought here by the committee, will raise that total approximately to one hundred and sixteen billions of dollars.

They are what we used to speak of as astronomical amounts. They still are, and there is no certainty today that it will not be necessary appreciably to add to them before our enemies have been completely subdued.

One does not have to sit long at a hearing table or delve into a mass of details to learn that the Navy's big part in the war lies ahead, and that the need continues to supply such sinews of war as those upon whom we must rely for technical guidance determine upon as likely to be necessary.

The nature of the war and the tremendous areas involved create demands previously undreamed of.

At this moment, the situation, generally, leaves us pretty much at sea. "If" factors confront us at every turn.

The invasion of the continent of Europe no doubt is not far ahead. It is not going to be solely a military operation. The Navies of Great Britain and of the United States, plus combined air power, must open and maintain the way. The employment of landing craft of various types will run into the thousands. Casualties among such craft we have every right to expect will be large. Casualties among large ships, too, conceivably may be considerable.

It is something we cannot definitely gage or prophesy. Conceivably we may

be turned back, which would mean trying again, and that would entail considerable delay and expense in reorganizing and reequipping.

Conceivably, the operation may be crowned with successes that the most sanguine of our leaders had not thought possible.

Until the operation is launched and we know the outcome, military and naval programs must be predicated upon assumptions that may or may not materialize. As I said before, "if" factors are many, and they cannot be ignored. As Admiral Blandy once said, speaking particularly of ammunition, "it is a misdemeanor to have too much, and a crime to have too little."

Looking to the westward, the march is indisputably on. Great and remarkable strides have been made in breaking through the outer barriers to the final areas of assault. That operation is synchronized with the over-all offensive program by the Joint Chiefs of Staff. As the situation in Europe eases we may expect a more concerted and intensive effort on the part of our sea, air, and ground forces. The combination of Navy and Army air power, each of the proportions that now exist—and each is daily growing more potent—may be expected quickly to neutralize all resisting areas and speed the ending of Japanese dominance in the Orient.

We cannot expect the Navy and its team members—the Marines and the Coast Guard—to do the job alone or in conjunction with such ground forces as presently are available. In all history, the record is that ground forces, in the end, must finish the job and maintain subjugation until final determination has been made of the course to be followed by those with whom decision may be vested.

As to the over-all offensive, Mr. Chairman, we may reconcile ourselves to the fact that there will be set-backs; that the timetable here and there must give way. The enemy, unfortunately, does not always accommodate himself to his opponents' plans.

Such set-backs result in set-backs of reduced war budgets. This is inevitable. But, if the march goes forward on all fronts, closely conformable to schedule, I think the time is not far ahead

when we may expect a marked decline in future money demands.

I say that because then there could be a marked contraction in shipbuilding costs and airplane building costs. There could be contraction in personnel training programs; there could be contraction in many shore activities, and it is possible that combat maintenance preparations will have been sufficiently met to permit of appreciable curtailment.

People wonder, no doubt, over the size of past appropriations, and why they must be added to so largely. I think it would be interesting to point out some of the contributing factors, Mr. Chairman.

It has been necessary to guard the lines of communications on both coasts, through the Caribbean, about the Canal, to South America, Alaska, Hawaii, Australia, and New Zealand. It has been necessary to protect the lifeline to England, to engage in landings, and support military operations in Africa, Sicily, Naples, and sooner or later, those that will create the second front. Fighting and conquering the submarine menace has been a Herculean task, not yet finished. The job ahead in the Pacific is manifest to everyone who reads. To accomplish the objective, which Admiral King has said to be the destruction of the Japanese Empire, the admiral further said that—

We must deliver the heaviest attacks of which we are capable, as soon and as often as possible, where it will hurt the most. This will require every ship, every landing craft, every airplane, and every piece of material—and the trained personnel to man them—that can be made available.

Such a vast and ramifying task has called for thousands of vessels of all kinds, thousands of airplanes, a tremendous shore establishment, the procurement and training of great numbers of officers and enlisted men, great quantities of ammunition for sea and air forces, and great quantities of other expendables.

Preparing for and executing such tasks—tasks that never before have confronted any Navy—are the answers for the great amounts of cash and contractual authority heretofore voted. I should like to give you the general objects for which the cash amounts have been and are now proposed to be made available:

	Fiscal years 1941-44	Proposed for 1945	Total
Personnel.....	\$9,394,814,708	\$6,229,919,172	\$15,624,733,880
Maintenance and operation of fleet.....	18,952,319,749	5,710,000,000	24,662,319,749
Aviation.....	16,483,470,520	4,600,640,000	21,084,110,520
New ships.....	20,546,650,736	8,029,000,000	28,575,650,736
New shore construction.....	5,432,982,361	281,060,000	5,714,042,361
U. S. Marine Corps.....	2,291,547,591	1,144,000,000	3,435,547,591
U. S. Coast Guard.....	1,305,678,604	438,406,231	1,744,084,835
Miscellaneous.....	225,440,746	58,177,533	283,618,279
Total.....	74,632,905,505	26,491,202,936	101,124,108,441

The employment of that vast sum, actual and projected, has been detailed heretofore, and in the hearings on the 1945 Budget, to the extent that the Navy Department has deemed appropriate.

The Naval Appropriation Act for the fiscal year 1940, which commenced on July 1, 1939, immediately preceded the

appropriation acts for the period covered by the foregoing table. It carried appropriations totaling \$773,049,151. That fiscal year is used as the nearest normal one to the fiscal year (1941) in which we became involved in war, and I wish to use it to convey to you, by comparison, why appropriations of such

magnitude have been and continue to be necessary. I realize, as all of you, I am sure, do, that such comparisons will not give the whole answer, because costs are not the same under war conditions and neither are the products, and much of the larger cost grows out of improved or entirely new implementation.

These comparisons, I am sure, will be of interest:

The 1940 act provided for a naval personnel strength of 126,271. For 1945, the corresponding total is 3,006,000.

The 1940 act provided for a Marine Corps personnel strength of 19,924. For 1945 the corresponding total is 478,000.

The 1940 act provided for the operation of 340 naval vessels. For 1945, the projected total is 6,623 and, in addition, there will be available for employment a total of 74,925 non-self-propelled craft.

The 1940 act provided for the operation of 1,454 airplanes of all types—less than the number used on a single bombing raid on the continent of Europe. For 1945 the number will exceed 24,000.

While referring to airplanes, let me call your attention to the following which is indicative of why we cannot reach and maintain certain levels of implementation. Just the other day on a raid over Germany we lost 80 planes. Out of the 80 planes 64 were bombers. The bombers cost completely equipped approximately \$19,000,000. Sixteen fighters also were lost and a fair estimate of their cost would be \$1,280,000, making a total monetary loss in that one instance alone of around \$20,000,000. Let me say also, Mr. Chairman, that those losses do not take into consideration the fact that many of the planes returning from the operation will be tied up for an indefinite length of time for repairs, all of which means additional cost. This is merely one incident in the over-all program, but quite apropos to conditions we must consider and weigh as we pass upon the appropriations presented in this bill.

The 1940 act appropriated \$270,000,000 for new ship construction. For 1945 the amount proposed is \$8,029,000,000.

Such comparisons should suffice to illustrate why naval budgets have reached such huge proportions, and, also, Mr. Chairman, why it is necessary still to appropriate further inordinate amounts.

The bill I am now presenting is based upon Budget estimates calling for a total of \$28,069,819,500 of cash for the fiscal year 1945.

In that amount there is \$10,501,060,000 for the liquidation of prior contractual authority. That applies mostly to ships, but it includes, also, \$1,991,000,000 for airplanes, \$281,060,000 for shore facilities, and \$145,000,000 for floating dry docks and vessel-repair facilities.

The remainder—namely, \$17,568,759,500—is for—

First. Naval personnel, and that is a big item. The total is \$6,252,848,000.

Second. For maintenance and operation of the fleet, which has assumed, as I have indicated, very large proportions.

Third. For maintenance and operation of the fleet air arm.

Fourth. For the support of the Marine Corps.

Fifth. For financing Coast Guard activities.

And I should like to say in passing as to the two latter activities, Mr. Chairman, that they have performed and are performing a truly wonderful service. We hear much of the Navy in the communiques, but we must remember that these two organizations are members of the team, and very important and indispensable members.

The details entering into the funds for such purposes and activities are multitudinous, presented to us in several volumes.

Apart from the building programs—vessels, aircraft, and shore establishments, the cost is dictated by operating programs worked out by the Joint Chiefs of Staff.

There will be an increase over the current fiscal year in the number of ships operating. The number will increase from 5,290 to 6,623.

There will be a staggering increase in the number of vessels of the landing-craft type, and in the general category of non-self-propelled craft. The number will go up from 53,973 to 74,925.

There will be an increase in operating aircraft. The total number, apart from training planes, will be 19,035, and, in that connection, I wish to emphasize that increased weight and horsepower has added very greatly to operating costs. I might say here that the Navy's presently established airplane objective is 37,735.

Such increases, Mr. Chairman, all make necessary larger ground facilities; larger forces for the operation of such facilities, and they all require more service personnel, and that means training that personnel.

In our examination of the Budget estimates we had before us all of the civilian heads of the Department, Admiral King, Vice Admiral Horne, and all of the Bureau chiefs, the Commandant of the Marine Corps, the Commandant of the Coast Guard, and many officers and civilians subordinate to such officials. We do not hear much of these keymen, Mr. Chairman. The men out on the fronts get the headlines, and they certainly earn them, but, after all, it is very largely the wisdom, the industry, and the great devotion to duty of the Washington leadership that have enabled those in the field to perform with such distinction.

We have made some reductions. The Department itself volunteered some in consequence of changes in original estimating factors. Frankly, some of our reductions may not endure because of dependence upon the progress of the war. I am sure there will be no fault found with procedure of that kind, because I think all of us would prefer to have the Department officials come back when they may be more definite about needs, rather than to provide them with amounts which may or may not be needed.

We have shunned reductions for facial effect. That course could be pursued in connection with any bill, but it just does not make sense in cases where all signs point to the need for the money, such as the liquidation of previously authorized obligations.

We have made a reduction of \$800,000,000 by transferring from cash to contractual authority under aviation. The Budget estimates include \$2,800,000,000 of contractual authority under aviation, and we have increased that amount to \$3,600,000,000, because it is quite evident that the money will not be needed for disbursement prior to the fiscal year commencing July 1, 1945. We can even hope that some of it never may be needed, which is conceivable should the war proceed on a time schedule such as we all should like to see maintained.

All of the reductions the committee proposes are listed in the table commencing on page 6 of the report. Most of them speak for themselves. I see no need to make any special comment concerning them.

There are one or two about which I should like to say a word.

The Budget proposes an appropriation of \$2,720,000 under the head of "Operation and conservation of naval petroleum reserves." Of that amount, \$1,670,000 concerns naval petroleum reserve No. 1, in California. Such amount anticipates legislation dealing with such reserve, and has been eliminated for that reason. What to do with the California reserve has been a problem before the Naval Affairs Committee for several months. My information is that a recommendation will be forthcoming from such committee in the not distant future. It is due private concerns interested and the public welfare that the matter be promptly settled.

Over and above the normal amount of \$50,000 for administering the several oil reserves, the committee is recommending approval of the Budget estimate of \$1,000,000 for ascertaining the oil possibilities of a vast area in Alaska, comprising 35,000 square miles. Oil seepages have been located within the area, and the appropriation is intended to finance such measures as may be necessary to establish the possibilities of the area as a future source of supply for military needs.

Mr. PITTENGER. Will the gentleman yield?

Mr. SHEPPARD. I yield to the gentleman from Minnesota.

Mr. PITTENGER. As a matter of fact, you have had hearings before the Naval Affairs Committee for weeks on this proposed bill; is that right?

Mr. SHEPPARD. I am not a member of the Naval Affairs Committee. However, I have been informed by the Chairman of that committee, the gentleman from Georgia [Mr. VINSON], that there have been quite extensive hearings held with regard to a course of action respecting reserve No. 1. Whether or not they have been completed I am not in position to tell the gentleman.

Mr. PITTENGER. The bill that we are now considering has the endorsement of the officials of the Navy Department; is that correct?

Mr. SHEPPARD. I have not consulted the Department since the bill was reported.

Mr. PITTENGER. I have reference to the naval appropriation bill.

Mr. SHEPPARD. I understand. The reductions that this committee has made of its own volition were not made in consultation with anybody in the Navy Department. I am sure the gentleman appreciates that. They are determined upon by us, predicated upon justifications presented by officials of the Department.

The CHAIRMAN. The time of the gentleman has expired.

Mr. SHEPPARD. Mr. Chairman, I yield myself 15 minutes.

Mr. DIMOND. Will the gentleman yield?

Mr. SHEPPARD. I yield to the gentleman from Alaska.

Mr. DIMOND. I would like to inquire whether the bill now under consideration carries any money for oil exploration in the Territory of Alaska?

Mr. SHEPPARD. Yes, I am glad to say to my friend, we have included \$1,000,000 for the purpose of exploring a large area bordering the Arctic Ocean in the vicinity of Point Barrow to determine whether or not we have an oil deposit up there that may prove of value primarily as a naval petroleum reserve. I may say to the gentleman, having been in that country in past years, that the prospects are encouraging. It may turn out to be of benefit to the entire Nation.

Public works is another subject I should like to discuss for a moment. Just before the Easter recess a new public-works bill was passed authorizing appropriations of \$1,019,000,000 for advance bases and \$625,373,024 for projects of various kinds within continental United States. All of the projects in the latter category will be found listed in House of Representatives Report No. 1255, of the present session.

Pursuant to such legislation, a Budget request has been presented for authority to enter into contracts up to \$1,000,000 for advance bases, and \$500,000,000 for projects within continental United States, selection of the projects within the whole amount to be left to determination by the Navy Department.

The committee has approved the Budget submission pertaining to advance bases, but has reduced the amount for projects in continental United States to \$474,931,400. That is a reduction of \$25,068,600, and it is in no sense arbitrary. For instance, the authorization act includes projects for the Naval Academy, estimated to cost \$11,395,000. Not a single superior administrative official of the Navy Department advocated going ahead with such projects. Such law authorizes a number of other projects, which it would be most difficult to classify as essential to the conduct of the war. It is the committee's understanding that the authorization law includes projects which neither the advocates nor proponents thereof intended should be proceeded with at this time. Very largely, the reduction proposed by the committee ensues from the fact that it has found that the Navy Department had not made a canvass of existing properties or facilities, publicly or privately owned, which might be utilized in place of building new or enlarging existing establishments. The committee

learned that the War Department was prepared to release a number of properties which may or may not prove to be suitable for the uses proposed. Both the authorization and the Budget estimates preceded such a canvass. At the instance of the committee, the Department has embarked upon a survey of properties, publicly and privately owned, which may be available and usable, even though some additional expenditure may be necessary to adapt them to naval requirements, and it is hoped that such a survey may prove fruitful. A goodly portion of the reduction proposed anticipates that it will.

The committee does not wish to leave the impression that the Navy Department has not availed itself in the past of properties which the War Department has found itself without further need. Several such properties have been taken over and steps are in progress looking to the utilization of others. These, however, are independent of the needs contemplated by the new authorization.

The committee has attached to the bill a provision requiring, as a condition precedent to undertaking or proceeding with new projects, ascertainment of the fact that suitable properties of facilities, publicly or privately owned, are not available.

Apart from 1945 appropriations, the committee has had under consideration supplemental estimates of appropriations for the fiscal year 1944, amounting to \$1,081,000,000, and we have included that amount in title II of the bill.

Such additional amount ensues for the most part from personnel expansion in excess of that originally contemplated, and such enlarged program dovetails into the program projected for the fiscal year 1945, and for which the bill under consideration makes provision. Apart from personnel, changed situations occasion an additional amount of \$125,000,000 under "Maintenance, Bureau of Ships," which supports both fleet and shore establishments, for fuel and transportation, \$77,400,000, and for transportation of material, \$135,000,000. Such additional amounts are thoroughly justified in the opinion of the committee.

The committee gave considerable attention to naval procurement procedure, because it feels that economies—possibly large economies, would flow from a consolidation of procurement in the Bureau of Supplies and Accounts to the extent that such Bureau handled procurement prior to the war, and if there would be a resumption of the old-fashioned form of competitive bidding in all but a few isolated cases where there is warrant for negotiating fixed-price contracts. It is true that the employment of the cost-plus-a-fixed-fee type of contract has very greatly diminished, but there seems to prevail a belief that the time has not yet arrived for its complete abandonment.

As to either of such procedures, the committee is not prepared to take the initiative to the extent that it might do so under the rules, because there always is present the responsibility of requiring a course that might turn out to be hurtful to the war effort. The committee is con-

vinced, however, that the former procurement procedure can and should be gradually resumed and completely resumed before the close of the ensuing fiscal year, and that the end of such fiscal year should see the cost-plus-a-fixed-fee form of contract completely discarded. The department's course toward such ends will be carefully followed.

Mr. Chairman, that covers about all I care to say at this time.

The bill, in my judgment, is well proportioned and calls for no larger amount than conditions presently obtaining warrant. It will give to those in whom we must place dependence for victory the personnel and matériel they have requested for carrying on, and I know I am unanimously joined in wishing them Godspeed.

Before concluding, I should like to say that I am deeply grateful to the members of the subcommittee on both sides of the aisle for the splendid cooperation they gave me throughout the extensive hearings and for the patience they have all had, and I want to pay especial tribute to Mr. John Pugh for the splendid assistance he has given to the subcommittee throughout the entire proceedings.

Mr. PLUMLEY. Mr. Chairman, I yield such time as he may desire to the gentleman from New York [Mr. TABER].

Mr. TABER. Mr. Chairman, yesterday I placed in the RECORD an article from the New York Sun, entitled "O. W. I. Goes Round and Round" and relating to the efforts that the New York Sun made to obtain a copy of the handbook entitled "A Handbook of the United States of America." I have that book here. It is printed on thin paper.

Mr. HOFFMAN. Mr. Chairman, I make the point of order that a quorum is not present.

Mr. TABER. I hope the gentleman will not press it.

The CHAIRMAN. The Chair will count.

Mr. HOFFMAN. I withdraw the point of order for the present.

Mr. TABER. Mr. Chairman, I have that book here. You see it has two covers on the outside, both front and back. It has two charts showing the executive branch of the Government and how it operates.

Mr. BRADLEY of Michigan. Does it give the number of employees?

Mr. TABER. Oh, no. I wish to read a few lines from that article in the New York Sun:

This is a simple little story about an editor who was so innocent and so naive as to suppose that an American taxpayer has a perfect right to read the propaganda he is paying the O. W. I. to produce. This editor, while glancing casually through the pages of a British newspaper, noticed an advertisement which read:

"Produced by the United States Office of War Information.

"A handbook of the United States of America.

"This is a book written to promote a clear understanding of America. The Office of War Information has compiled this handbook in the hope that it will be of value to the British public."

After looking it over, I am not a bit surprised that the New York Sun or any other American outfit would be given the run-around when they tried to obtain a copy. It starts off with two charts which are seemingly required to show how small the legislative branch of the Government is and how big the Presidency is.

On page 2, I quote:

Even in less critical periods, the Nation in the twentieth century has come to expect the President to take the lead. Increasingly the President has become a legislative leader, setting a definite program before Congress and using his influence to secure its enactment into law.

Mr. BRADLEY of Michigan. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield to the gentleman from Michigan.

Mr. BRADLEY of Michigan. Could the gentleman inform the House as to how Members of Congress might be able to secure a copy of that book?

Mr. TABER. I do not know. I asked for it and got it.

Mr. BRADLEY of Michigan. Whom did the gentleman ask for it?

Mr. TABER. Elmer Davis.

Mr. BRADLEY of Michigan. You asked Mr. Davis personally?

Mr. TABER. By letter.

Mr. BRADLEY of Michigan. I thank the gentleman.

Mr. TABER. On page 4, I quote:

The general approval of the American people and the frequent congressional recognition and ratification of Presidential action under the emergency powers have conclusively answered the objections of those who would construe the Constitution so narrowly as to make the President powerless in a time of national crisis.

We all know that many of the vicious, dangerous, and destructive operations of the Roosevelt administration have come as a delegation of power. The direct legislation that has been passed by Congress has been bad largely because of bad and dishonest administration, and the operations of Executive orders have been utterly destructive.

The National Recovery Administration and its wrecking of enormous numbers of small businesses and large businesses; the Agricultural Adjustment Administration and the slaughtering of little pigs—both of which were declared unconstitutional by the Supreme Court—are samples of false statements contained in the book.

On page 2 appears half a column on the House of Representatives, half a column on the Senate, and then it begins with the Presidency and runs into the top of page 5. Then it begins to describe the executive agencies.

Notwithstanding the fact that the book was written and published in January 1944 there were large paragraphs devoted to the Civilian Conservation Corps, the National Youth Administration, the Work Projects Administration, and the National Resources Planning Board. These were amongst the major rackets of the New Deal. They were utterly destructive and designed to destroy the moral and the character of the American people. Finally Congress,

obtaining a little courage following the elections of 1938 and 1942, killed them off.

The book was advertised for sale in Great Britain and was evidently designed to promote the establishment of the Hitler type of government with the executive holding all the power, rather than the people under the authority of the Constitution and the Congress. I would presume that the British would be smart enough to recognize the propaganda character of the document and that it was designed to promote the Hitler type of government.

Beginning on page 33 is a chronology of American history. It takes to the middle of the first column on page 37—4¼ pages—to describe the history of America from the year 1000, when Lief Ericson discovered it, down to 1933. From 1933 to date requires 10¾ pages, indicating what a great man Mr. Roosevelt is.

The only slip that I can see in their glorification program, although they do not mention it in that way, is the signing by the President of the Neutrality Act in 1935 and 1937 which had more than anything else to do with getting us into the war, because it was a declaration to Mr. Hitler that we were afraid and that is never the way to keep out of trouble. It abandoned our claim to the freedom of the seas.

It is perfectly apparent that the funds appropriated to the Office of War Information for the fiscal year 1944 have been abused and wasted, not only in the compiling of this book but in the ring around and administrative incompetence represented by the failure of the New York Sun after many days, to be able to get information about this document. It is evident that those who were contacted by the Sun are either incompetent or else are operating under orders to deceive the American public. It is evident that there are very many on the pay roll of the O. W. I. who are of no value to the war effort.

Yesterday's papers carried stories of these high-salaried foreign employees of the O. W. I. doing work that a sergeant could do without the least bit of difficulty. It is apparent that the appropriation for the O. W. I. is not an appropriation to further the war effort, and that it has been used to upset and destroy morale of our troops.

I might say that those who have had experience across the water do not rate the O. W. I. as very high in its propaganda efficiency. Nothing could come nearer proving the case against the O. W. I. than that they clearly are ashamed of the book and did not want it to reach the American public where its faults and its idiosyncrasies could be developed.

I wonder how many thousands of dollars they wasted on editing and printing this book and others like it. We only run into a few of the rackets by accident but we run into so many that it makes us believe that the whole thing is a racket. Those who voted to give them more money than they should have been contributing and helping, not

only with the waste of the Government funds but to make America ridiculous.

Just so we may know that they were ashamed of having our people find out about it, let me read a little red slip that is pasted on to the book:

Restricted: This publication is not for distribution in the United States or to American civilian or military personnel overseas.

They did not want the American people to know how they were fooling away our money.

Mr. BROWN of Ohio. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield to the gentleman from Ohio.

Mr. BROWN of Ohio. I notice from the frontispiece of the publication that it is issued by the Overseas Branch of O. W. I., but I notice that the foreword is signed only by the editors. Does the gentleman have any information as to the individuals who prepared this book or who are its authors?

Mr. TABER. No. I thought we might be able to find that out, so as to have a clue as to the places the appropriation estimate might be cut.

Mr. BROWN of Ohio. Will the gentleman's committee inquire as to the authors and as to the number of these books published?

Mr. TABER. We certainly will.

Mr. BROWN of Ohio. May I inquire whether this book was printed in any language other than English?

Mr. TABER. I hope to find out. I do not know.

Mr. BROWN of Ohio. Perhaps the gentleman has noticed in connection with the publication of the Victory magazine, which is supposedly designed for propaganda purposes in foreign countries, that most of these books are printed in English, or, rather, I should say more are printed in English than in any other language.

Mr. TABER. That would be so. There are 178 pages in this book, and it is rather fine print, so that you can see it is a very substantial-sized book.

Mr. BROWN of Ohio. Of course, that publication, printed in English, would be of no benefit in the case of countries where English is not spoken.

Mr. TABER. Not at all.

Mr. BROWN of Ohio. Consequently, inasmuch as it is printed in English, it is evidently being used to a wide extent in Great Britain, an Allied nation.

Mr. TABER. That is the inference to be drawn from the advertisement the New York Sun found in a British paper.

Mr. BROWN of Ohio. In the gentleman's opinion, is it necessary for the United States to expend public funds to propagandize Great Britain, an ally?

Mr. TABER. One would not naturally think so. I do not believe it.

Mr. BROWN of Ohio. Does the gentleman have any knowledge as to the goal we may be seeking in propagandizing the British people with this sort of material?

Mr. TABER. The only thing I could think of was that the natural inference to draw is that it is an attempt to sell the Hitler type of government, with the

Executive having complete control. That is the only inference I can draw from it.

Mr. BROWN of Ohio. Perhaps the gentleman has noticed that I have introduced in the House, and now have pending before the Committee on Rules, House Resolution 431, to investigate certain propaganda activities of O. W. I. and other governmental agencies. I wonder if the gentleman would care to express himself as to the need for having an investigation of that type or a complete investigation of O. W. I.

Mr. TABER. I would think there should be a very complete investigation of O. W. I. As I understand it, the Committee on Rules has not yet reported it out. I would presume that the gentleman, being a prominent member of that committee, would know more about the operation there than I would. I would hope that resolution might be reported out so that the public may have an opportunity of finding out what their money is being used for.

Mr. BROWN of Ohio. For the information of the gentleman and for the information of the House, I might state that the chairman of the Committee on Rules did see fit to call Mr. Davis as a witness on that resolution 2 days after I had left the city on official business and after I had notified the chairman of the Committee on Rules that I would be absent and had specifically requested that no consideration be given to the resolution during my absence.

Mr. TABER. Perhaps it might be considered a little later. Of course, there are those who feel that we should be careful about spending money for investigations, but we have to take into consideration the fact that Mr. Davis is asking for \$64,000,000 in a budget estimate and that is probably a great many times the amount that an investigation would cost, and that the investigation ought to be able, if it is handled intelligently, to save millions of dollars.

Mr. BROWN of Ohio. From the time that the gentleman from New York [Mr. TABER] has served in the House and in view of his long service on the Committee on Appropriations, has it not been his observation that often an investigation which costs some money results in saving a great deal more money for the taxpayers?

Mr. TABER. It does save a great deal of money a good many times.

Mr. HOFFMAN. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield to the gentleman from Michigan.

Mr. HOFFMAN. Mr. Chairman, I want to ask the gentleman from Ohio, who is a member of the Committee on Rules, if he recalls that during the latter days of our session, just before the recess, the gentleman from Illinois [Mr. SABATH], who is chairman of the Committee on Rules, objected to the fact that we were not transacting business here in the House but "wasting time," as he called it. Does the gentleman from Ohio know where his chairman is today and whether or not he is giving consideration to the resolution that was introduced?

Mr. BROWN of Ohio. I am not certain, of course, where the chairman of the Committee on Rules is today, but in a meeting of the Committee on Rules from which he was absent I was informed he was still at his home in Chicago.

Mr. HOFFMAN. You mean in Illinois?

Mr. BROWN of Ohio. In Illinois, yes.

Mr. COCHRAN. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield.

Mr. COCHRAN. The subject under discussion has to do with the expenditure of money; is that true?

Mr. TABER. It does.

Mr. COCHRAN. Under the authority already granted to the Committee on Appropriations, plus an allowance of \$100,000 to make investigations, why cannot your committee look into this question without having another special investigating committee?

Mr. TABER. We are doing the best we can to investigate all of these activities, but I would call attention to the fact that we are expected to report a war agencies bill, and our schedule at the present time calls for continuous hearings day after day from 10 o'clock in the morning until 5:30 at night on different war agencies, and we are able to allot out of that time but 2 days to the O. W. I. That is the picture we are presented with and that is probably the reason why we cannot make as thorough an investigation as should be made on the O. W. I.

Mr. HOFFMAN. Mr. Chairman, will the gentleman from New York yield for a question?

Mr. TABER. I yield.

Mr. HOFFMAN. In view of the inquiry of the gentleman from Missouri, [Mr. COCHRAN] who was formerly chairman of the Committee on Expenditures in the Executive Departments, let me say that that committee, which ordinarily would investigate some of this waste, extravagance, and incompetency in the administration, has been completely muzzled for a number of years and the gentleman while chairman, as I recall, and while these other committees which are investigating some of these activities were being formulated, never did the Committee on Expenditures in Executive Departments do any investigating. If it had been permitted to function, perhaps some of these committees might not now be necessary.

Mr. COCHRAN. Thanks.

Mr. HOFFMAN. The gentleman is welcome.

Mr. SHEPPARD. Mr. Chairman, I yield 10 minutes to the gentleman from Texas [Mr. THOMAS].

Mr. THOMAS of Texas. Mr. Chairman, all of us are proud of our Navy. We have the greatest Navy the world has ever known. We are proud of our ships. They are strong and sturdy. We are proud of our fighting men, our officers, and our enlisted men. Daily they are doing a noble job. We are proud of our bureau chiefs. It is their job to supply our fighting men with the wherewithal to do the fighting jobs. These bureau chiefs work long and hard and their jobs are far from being pleasant.

Mr. COCHRAN. Mr. Chairman, will the gentleman yield?

Mr. THOMAS of Texas. I will be delighted to yield to the distinguished gentleman from Missouri.

Mr. COCHRAN. I am sure the gentleman from Texas [Mr. THOMAS] and the Members of the House will be pleased to know that one of the outstanding bureau chiefs, a man who has made a wonderful record, Vice Admiral Ben Moreell, is recovering from an illness at the Naval Hospital and will soon be back on the job.

Mr. THOMAS of Texas. I am glad to have the gentleman's contribution. I had the pleasure of paying my respects to him yesterday in his hospital room and he will be out of the hospital within the next 4 or 5 days. I might add to what the gentleman from Missouri has already said that Vice Admiral Ben Moreell is certainly one of the outstanding men in our Navy.

Mr. HOFFMAN. Mr. Chairman, will the gentleman yield?

Mr. THOMAS of Texas. Yes; I am delighted to yield.

Mr. HOFFMAN. Does the gentleman from Texas include in his commendation of bureau chiefs, Secretary of the Navy Knox?

Mr. THOMAS of Texas. I will say to my distinguished friend from Michigan, the Secretary of the Navy, Mr. Knox, is a member of his party. I think he is doing a really fine job, and I am glad to call him my friend.

Mr. HOFFMAN. You mean for the Navy?

Mr. THOMAS of Texas. For the Navy, and for the Nation.

Mr. Chairman, I would like to address myself briefly to the question of cost. I am going to confine my observations to three big Bureaus of the Navy, the Bureau of Aviation, the Bureau of Ordnance, and the Bureau of Ships, because between 70 and 75 percent of the total expenditures of the Navy goes to those three large Bureaus. In the first place, quite a bit of misinformation has permeated our country with reference to the form of our procurement contracts for ships and airplanes and all types of ordnance. A lot of people still think we have what was commonly known as a cost-plus contract, which existed, as I am told, in World War No. 1. Well, there is no such thing as a cost-plus contract during this war so far as the Navy Department is concerned. There are two types of contracts, one is the cost-plus-a-fixed-fee.

Under that contract the more it costs to produce a ship, or a gun, or an airplane, the less the manufacturer makes out of it. He is given a premium when he reduces his cost and he is penalized when his cost gets out of bounds.

The other type of contract is the unit-price contract. In my judgment, that is the most desirable type of contract. I may say that your committee has urged the Navy, year after year, to reduce their cost-plus-fixed-fee contracts and to convert them into unit-price contracts. We believe, and the Navy believes they can

save money by getting away from the cost-plus-fixed-fee contracts, and certainly they can save man-hours—labor and material, if you please. The Navy has done a magnificent job in handling those contracts. Today 80 percent of all the contracts made by the Bureau of Ships, and I understand it has some 154 yards directly under its supervision, are on a unit-price contract basis now and not on a cost-plus-fixed-fee basis. The reason the other 20 percent are not on a unit price is because they are constantly changing models at the direction of the Navy Department. Under those conditions, it is very difficult to set up an accurate yardstick on a new type of ship that is under construction. For that same reason the Bureau of Aviation in the Navy Department has not made quite as good a record in getting away from the cost-plus-fixed-fee contract to the unit-price contract as has the Bureau of Ships and the Bureau of Ordnance. But the Bureau of Aviation has done a magnificent job in reducing its costs.

I refer the membership to page 845 of the hearings. There you will gain some very valuable information. It shows that since 1942, on through 1943 and 1944, the cost per airplane has been reduced from 15 to 20 percent. There are now 25 different companies building airplanes in this country. Sixty percent of them are still on a cost-plus-fixed-fee basis, but in terms of dollars and cents the 40 percent which are on a unit-price contract basis are doing about 62 or 63 percent of the dollar volume for the Navy.

Ordnance has made a grand record, perhaps a better record than any of the other bureaus in getting away from the cost-plus-fixed-fee contracts. Over 90 percent of its present business is on a unit-price contract basis. There is good reason for that. The guns and patterns have already been established, and it is a constant repetition of the same type of guns, ammunition, and so forth. Therefore, their business is more susceptible to the unit-price contract. But the committee has the assurance of all the bureaus in the Navy which do any procuring that they will continue to hammer at these cost-plus-fixed-fee contracts and gradually convert them into unit-price contracts.

Mr. Chairman, let me make a few observations about the Bureau of Aviation of the Navy. I think Admiral Ramsay, the Chief of that Bureau, has done a magnificent job. He has been Chief of the Bureau for something like a year. Prior to his coming back to the Bureau as its Chief, he spent some 12 or 15 or 18 months in the Pacific, in the very midst of that war. As of January 1 of this year, the Navy had on hand approximately 25,000 airplanes. About 15,000 of those planes are what the Navy calls usable planes. The remaining 10,000 are of the obsolescent type, that are gradually getting older; changes in construction are being made, and they are producing better planes, but still that 10,000 serve a useful purpose today in the Navy.

The present bill under consideration carries funds for 24,230 planes. But those planes will not be delivered until the latter part of the calendar year 1945 and the majority of them, of course, will come in during the calendar year 1946. So, of these billions of dollars for naval aviation, there is a faint hope that some of these dollars may be saved through a sudden ending of the war. But that is merely a faint hope.

The CHAIRMAN. The time of the gentleman from Texas has expired.

Mr. SHEPPARD. Mr. Chairman, I yield the gentleman 5 additional minutes.

Mr. THOMAS of Texas. Mr. Chairman, the Bureau operates hand in glove with the Bureau of Personnel. After all, it is the Bureau of Personnel who is the trainer, who furnishes the schools to train these aviators. The Navy, like the Army, is drastically cutting down on the number of pilots—flying men, if you please. Last year the Navy had approximately 43,000 aviators in training. This bill carries funds to train only 29,000.

The Bureau of Ships also has a large amount of funds in this bill. If my memory serves me correctly, for the Bureau of Ships, when it comes to new construction and armor and armament for those new ships, the total is around \$8,000,000,000. The Bureau also informs the committee that if it finds in the future that it is necessary to build all the tonnage this Congress has authorized it to build, it will cost an additional \$7,000,000,000 over and above the \$8,000,000,000 that is in this bill. That covers new ships and ship's ordnance. In terms of tonnage that means between three and four hundred thousand tons of combat ships that have not been laid down, and approximately 1,000,000 tons of auxiliary craft.

I believe the evidence before the committee shows that in terms of actual combat ships the Navy will undertake to complete approximately 600 this year and, under present plans, about 50 percent of that number for next year, but who knows what next year will bring? Admiral Cochrane and Admiral Mills compose a perfect team. As the Chiefs of the Bureau of Ships, they are doing a magnificent job.

Mr. Chairman, in conclusion I want to give the House some information that is very interesting to me, and I trust it will be interesting to the House. You will remember what we have been told about those fanatical Japs. We know they are fanatical; we know they are barbarians; we have heard our own naval officers who have escaped their prison camps in the Philippines tell of their barbarity, but, on the other hand, sometimes we may get the idea from reading various articles and publications that these Japs are poor, ignorant peons, if you please, who are under the domination of the Emperor and their war lords; that they are an irresponsible people; that they have no education, and so forth. This is far from the truth. The vast majority of men in the Japanese Army and Navy

are high-school graduates, and many of them college men. They are intelligent and most dangerous. I have here some information relative to the percentage of illiteracy in Japan as compared with the United States, France, Germany, England, and Switzerland. Let us see about these poor little ignorant peons in Japan. Do you know that less than 1 percent of illiteracy exists in Japan? To be accurate, according to this information, it is eighty-eight one-hundredths of 1 percent. In our own country as of 1942, taking in all races, the percentage is 8.4. In Germany according to the German Embassy's figures of 1937-38 there was no illiteracy. They may not have had any illiteracy, but they certainly had some crackpots. For England the figure is thirty-four one-hundredths of 1 percent; for Switzerland thirty-nine one-hundredths of 1 percent; and for France 6.57 percent.

Mr. PLUMLEY. Mr. Chairman, I ask unanimous consent that the gentleman from Michigan [Mr. HOFFMAN] may have permission to revise, extend, and to delete remarks made in the Committee of the Whole this afternoon.

The CHAIRMAN. Without objection, it is so ordered.

There was no objection.

Mr. PLUMLEY. Mr. Chairman, I yield myself so much time as I desire to use.

The CHAIRMAN. The gentleman from Vermont is recognized.

Mr. PLUMLEY. Mr. Chairman, except for the opportunity afforded to emphasize some items, there is really no justification for me to attempt to amplify the comprehensive statements just made by Chairman SHEPPARD and my colleague from Texas, or to try to add to the information to be found in the hearings and in the report of the subcommittee, both of which are before you.

I will say that all members of the committee, under the guidance of its efficient chairman—aided by its clerk, John Pugh, than whom there is and never can be anybody better informed—worked hard and long and cooperatively and conscientiously to bring to you this bill as the result of an intelligent handling of all matters and things therein contained.

As laymen we all know that there are items which it would seem might have been or might be radically reduced, but to do that involves interference with the progress of the war and a conflict with the Joint Chiefs of Staff. Nobody would like to have it said of him that he had delayed the day of victory by being parsimonious with respect to an appropriation for some portion of a program set up and laid down as essential by those whose business and responsibility it is to work out the way to win as early as may be, and at the smallest cost of the blood and brains and brawn of American boys. Dollars do not measure such values to be saved.

Before I discuss figures, may I refer to page 8 of the report and make it a part hereof, so far as it refers to the operation and conservation of naval petroleum reserves:

OPERATION AND CONSERVATION OF NAVAL
PETROLEUM RESERVES

The Budget proposes an appropriation of \$2,720,000 under this head for the following objects:

(1) Normal expenses of administration-----	\$50,000
(2) Shutting in of production wells on reserve No. 1, in California, in event of condemnation of private lands and leases by Government....	275,000
(3) Purchase of leasehold interests and lessee's operating equipment, reserve No. 1....	717,835
(4) Payment due Standard Oil Co. of California under temporary operating agreement....	677,165
(5) Exploration of reserve No. 4 in Alaska-----	1,000,000
Total-----	2,720,000

The committee recommends an appropriation of \$1,050,000, made up of items 1 and 5 above.

The course to be pursued with respect to reserve No. 1, in California, awaits legislative action consequent upon investigation and recommendation by the Committee on Naval Affairs. Items 2, 3, and 4, therefore, have been passed over. Item 4 is of questionable legality, though it has sound moral basis. It should be legalized in any legislation dealing with reserve No. 1.

Item 5 pertains to an area of about 35,000 square miles of lands bordering the Arctic Ocean in the vicinity of Point Barrow, Alaska, and extending inland therefrom approximately 130 miles. Oil seepages have been located within the area, and the appropriation of \$1,000,000 is intended for the initiation of geophysical surveys, posthole drilling for geological data, and such other preparatory work as may be necessary properly to locate and instigate the drilling of test wells, all looking to the ascertainment of the possibilities of the area as a future source of supply of oil for military needs. The details of the \$1,000,000 are given on page 1119 of the hearings.

I desire to call your attention to item 5 and in that connection wish to say that oil and aviation—civil, military, and naval—are tied together inseparably. The international commerce of the future promises to depend upon the direct transport between the United States, Canada, the Union of Soviet Socialist Republics, and China to such an extent that the region of the North Pole may become the crossroads of the world. The evidence is convincing that indigenous oil sources of great value await only to be developed.

The potential petroleum resources of the far North may well be half as large as our own American resources, which are 60 percent of the world's petroleum supply.

It was made to appear to our committee that one of the most impressive surface manifestations of petroleum in the Western Hemisphere is situated near Cape Simpson, east of Point Barrow on the Arctic coast of northernmost Alaska. Up to date, although the Point Barrow region has been reserved to the United States Navy over an area of 30,000 square miles, no proper attempt at exploration has as yet been made. As you will learn from the hearings, this part of Alaska is open to ocean transportation only 2 or 3 months each year, which situation, together with the lack of marine transpor-

tation facilities, the isolation of the area, and the bleak environment, has discouraged development. The developments in aviation, however, afford an opportunity long sought to permit such exploration and development as that for which we have undertaken to provide.

As Wallace Pratt, an acknowledged authority on oil geology in various parts of the world, declares in his article *Oil Fields in the Arctic*:

Oil in the Arctic awaits the advance of civilization upon this, the last of our geographical frontiers. Conspicuous evidences of petroleum confront us throughout this region: Prolific seepages in the rocks of Alaska; other seepages and a major oil field on the mainland of Canada; seepages on various Canadian Arctic islands; seepages and oil wells at frequent intervals along the entire Arctic coast of Siberia. But only the forward-looking Russians have availed themselves so far of these potential sources of fuel and energy. Perhaps the rest of us have yet to grasp the fact that the great ice age is already behind us. We escaped its extreme advance at the end of the Pleistocene only "by the skin of our teeth," according to Thornton Wilder's colorful drama, but now at length we should have pulled ourselves together sufficiently to begin to follow up its retreat and to reclaim for mankind the vast empire released to us by the return of the sun to the "friendly Arctic."

As Joseph Pogue, petroleum engineer-economist, onetime assistant director of the Bureau of Oil Conservation, and active today in the work of the Petroleum Industry War Council, reminds us, the United Nations are now flying to victory on the wings of petroleum.

Mechanization is the keynote of modern warfare, and mechanization means oil. * * * Petroleum is also the key to the strategy of this war. To assure their supply of oil, the Germans occupied Rumania, and brought on our attack on Ploesti and the present Soviet advance toward Bessarabia. The invasion of Russia became a mad gamble for the oil reserves of Maikop and Baku, and the blunder may have marked a turning point in the war in Europe. The African campaign was conducted on both sides with an eye on the oil fields in the Middle East. In seizing the Dutch East Indies, the Japanese had oil as well as rubber for a prize.

The burden of the war's requirements is being borne by our American oil fields. When the submarine campaign in the Atlantic cut off other sources of supply for the war in Europe, the accessibility of our ports saved the day for the United Nations. The result has been not only a drain on our productive capacity, the whole pattern of the industry has had to be altered, and the American petroleum industry has been mobilized under a Petroleum Administration for War.

And he asks, "Must an oil war follow this war?" and says:

The world needs American enterprise and skill in the discovery as well as in the development of its oil reserves. The distinguished geologist gifted with insight, Wallace Pratt, states in his readable little book, *Oil in the Earth*:

* * * There is abundant evidence that Americans search for oil more assiduously and find oil more effectively than any other people on earth. In fact, it is Americans who find the oil in the earth. In addition to the oil in their own country Americans have found much of the oil in other countries. Even where foreign capital has financed oil-finding enterprises, the actual work of exploration has commonly devolved upon American technologists, geologists, and en-

gineers. More than once the American staffs of foreign oil companies have succeeded in finding oil on a prospect after earlier attempts by foreign experts have failed. Mexico, Colombia, and Venezuela are outstanding achievements of Americans in oil finding. In Iran, Iraq, Burma, and Peru, American technical skill as well as American machinery bore the brunt of the exploratory effort. Americans were identified too with the early development of the oil fields of Russia and Rumania."

If we could only drive this simple fact home and affirm its dynamic and constructive implications, there might be some chance of escaping from the dampening clutches of such clichés as "dollar diplomacy," "international cartels," "Yankee imperialism," and the like, which politicians are prone to employ to obscure the issue and to promote narrow objectives. The fact is that our Nation and all nations would be immeasurably benefited if American oil-finding genius were encouraged to go into the far places and vigorously develop the commodity that confers such benefits upon mankind. No government, not even the greatest, can match this potent force; but our Government can make it possible that this benefit be conferred more amply upon all peoples. It can also prevent it.

* * * The search for new oil fields must go on, and it will require the initiative of pioneers, free from the restraints of collectivist economies. Risks must be faced, and the willingness to face them will spring from individual enterprise. In the past, discoveries have been largely due to American daring, to American methods, to American technique; and future expansion will require a setting for the exercise of the special American competence. Undiscovered oil will not serve as a medium for world reconstruction.

Digressing from oil to aviation for a moment, I would like to say that, having sat for years as a member of committees considering defense measures, I notice with approval as one step in the right direction the setting up of the post-war committee which shall consider the problems of aviation.

This is only one step, however. Another, and the first that should be taken, in my opinion, is for the appropriation subcommittees handling military, naval, and civil aeronautical problems to be constituted a special committee to study, mutually, all matters involved in this aviation business now. Unless there is some such consolidated effort and resultant over-all supervision and/or direction of civil, military, and naval aviation, for now and after the war, the tax burden imposed to carry on the disintegrated activities involved in the widespread aviation problem will alone not only make paupers of us but of a generation yet unborn.

We should not again undertake to do or be held responsible for doing too little too late.

The United States should have a policy—and that before it finds it cannot have one. In all the governments in the United Nations set-up, except our own, aviation planning is second only to war planning. The struggle in and for the control of the air is bound to come, and will be one of the epics of history. We should make history now.

Now, in addition to what my distinguished chairman has had to say so comprehensively, I would like to emphasize and make a matter of record some

matters and things which have strongly impressed me as being of interest, not only to Members of Congress but also to the people who pay the bills.

The Congress and the people should realize that since June 30, 1940, the Congress has appropriated to the Navy, including defense aid allocations, \$94,000,000,000. By June 30, 1944, 62.5 billions of dollars of this will have been converted into articles, equipment, and services, a creditable achievement as it represents naval power ready to be applied in terms of ships, aircraft, munitions, and personnel.

This new 1945 Navy bill adds cash and authority of approximately 31.5 billions of dollars to the above, but 10.4 billions of dollars of this is to liquidate prior contract authority. This is the largest single Navy bill of all time. It compares to total cash appropriations of 28.5 billions of dollars in 1944, twenty-four billions of dollars in 1943, and eighteen and seven-tenths billions of dollars in 1942. The Navy is now obligating and expending money at the approximate rate of two billions of dollars per month. These are alarming figures. But I hope and expect this is the last big bill because the Navy should begin to level off in 1945. About the end of that year military operations should permit of contractions in future appropriations and in the rates of expenditure.

Huge as these figures are we know we have to win the war. We must provide the necessary facilities to do it. On the other hand we do not wish to squander money. We wish to get a useful dollar's worth for every dollar we spend both as to material and operation. That the material and ships are being produced is evidenced by results.

It is gratifying to observe that the Navy in the last year has shown the way to victory over the Japanese in the Pacific. It has pulled up the Nipponese advance and commenced to drive it back. Our power has built up rapidly since the procurement machinery has caught up the slack and begun to furnish the equipment and ships and personnel required to carry on global war.

The magnitude of the operations the Navy carries is often overlooked due to inability to grasp the tremendous distances involved and the scope of the operations that are being pursued. Positions thousands of miles apart are the rule. This is, in truth, a global war. The Navy's chief war tasks have been:

(a) Creating and protecting the supply line to Europe and the Mediterranean;

(b) Keeping the coastal sea lanes off the Atlantic coast clear, as well as off the Caribbean, the shores of South America, and the South Pacific;

(c) Transporting to the Mediterranean and the British Isles expeditionary forces which are carrying on, and will carry on, land operations in those theaters;

(d) Furnishing craft to make the landings and establishing behind them repair facilities, port control, and escorts to maintain the supply overseas;

(e) Keeping the submarine menace under control and ship losses down.

The United States combatant sea power and supply services have built up to the extent that there are not only secure routes to Australasia and New Zealand and to our forces who are fighting throughout the Southwest Pacific, but the fleet currently is carrying on offensive operations through the Carolines and the Marshalls to clear the entire Central Pacific area for further operations against Japan. The northern Pacific was first successfully defended and sea power then enabled us to throw the Japanese out of the Aleutian chain. The Japanese Navy and merchant marine is weakened to such an extent by undersea and air warfare that it can no longer challenge effectively our operations in the Pacific theater. All this has occurred since the landing on Guadalcanal on August 7, 1942.

The greater part of the combatant tonnage available for operation is in the Pacific theater because the duties of our forces in the Atlantic have to do primarily with the control of submarine warfare, the escort of convoys, landing force operations on the continent, and the furnishing of armed guard crews to the merchant marine. The tonnage involved is not large, nor is the personnel, but it covers a wide range of organizational activities.

It is not to be overlooked that while the Navy has been carrying on these operations it has undergone a tremendous expansion. The total personnel of the Navy, Marine Corps, and Coast Guard combined on July 1, 1940, was 203,126; on December 31, 1943, it was 2,959,128; and the bill provides funds for 3,006,000 at the end of fiscal 1945, although the end-of-the-year figure may be higher.

During that period, 1941 to 1944, inclusive, the Navy has expanded in vessels from 653 to 31,130, including landing craft. By the end of the fiscal year 1944 the figure will be 49,890, the bulk of which will be landing craft. I shall not include table A to which I have referred. It is sufficient to say that the Navy is still expanding to meet requirements for planned operations. It is, of course, impossible to produce ships overnight, but the ships and equipment of previous programs are coming off the lines in large numbers and will continue to do so in the fiscal year 1945. The Navy will commission about 2,032 new vessels during the fiscal year 1945, an increase of 46 percent over the number commissioned in the fiscal year 1944. The number of ships in operation at the end of fiscal year 1945 will be 8,684, an increase of 2,700 over those operating at the end of fiscal year 1944. It is, of course, necessary to secure and train the personnel to man these units; to make engineers, radio, ordnance, fire control men, seamen, and so forth, in huge numbers.

The 1945 appropriation bill for the Navy, including the Coast Guard and Marine Corps, carries about 31.5 billions of dollars. These funds are primarily for shipbuilding, aviation, personnel, and the maintenance and operation of the war facilities which have been created. There is actually only one new major

project in the bill, and that is a procurement program for 24,230 new aircraft, deliveries of which are scheduled to commence in September 1945 and to end on June 30, 1946. The cost is \$4,443,637,000, of which the cash request is \$843,637,000, and the remainder, \$3,600,000,000, contract authority.

With the gradual completion of the procurement and building programs, expenditures are shifting from procurement of material to pay, maintenance, and operation. For example, there will be an increase of the percentage of funds used for maintenance and operation in 1945, over that in 1944, of 14 percent—see table B.

Of the amount requested in the bill for the fiscal year 1945, a very considerable portion, or \$10,446,060,000, is for liquidating prior commitments, shipbuilding contracts, public works, and aviation contract authority. Outstanding contracts and contract authority must be liquidated in future bills of about 12.5 billions of dollars against existing contracts, primarily for ships and aircraft—see table C.

TABLE B

The following table, showing a breakdown of funds for the fiscal years 1942 to 1945, inclusive, as between recurring and nonrecurring items, indicates this trend. Recurring items, of course, are those for maintenance and operation, while the nonrecurring items represent procurement:

	Recurring		Nonrecurring	Total
	\$	%	\$	\$
1942	\$1,508,939,620	8.0	\$17,203,234,112	\$18,712,173,732
1943	5,078,409,844	21.3	18,728,636,937	23,807,046,781
1944	8,450,127,625	30.9	18,984,659,573	27,434,787,198
1945	11,969,805,448	45	14,521,397,488	26,491,202,936

TABLE C

The following table shows the amounts which will be required in the 1945 estimates and subsequent to the fiscal year 1945 to liquidate these commitments:

Liquidation of contract authority

Appropriation title	Included in 1945 estimates to liquidate contract authority	Required subsequent to 1945 estimates to liquidate contract authority
Aviation, Navy.....	\$1,991,000,000	\$3,800,000,000
Repair facilities, Navy.....	95,000,000	40,000,000
Construction of floating drydocks.....	50,000,000	
Public works.....	281,000,000	1,474,931,400
Increase and replacement of Navy vessels:		
Construction and machinery.....	6,500,000,000	4,827,864,337
Armor, armament, and ammunition.....	1,300,000,000	2,272,465,629
Emergency construction.....	229,000,000	113,175,843
Total.....	10,446,060,000	12,537,437,209

¹ Includes contract authority for aviation \$3,600,000,000, and for plant facilities \$200,000,000 carry-over from 1942 and \$9,000,000 from 1944.

² Future liquidation of existing programs.

The subcommittee has gone as thoroughly as possible into the justifications for each of the items in the bill. It has worked hard to insure that items were necessary. The justifications are too

voluminous to present and it must suffice to discuss the major items with a brief statement on each. These major items are ships, ordnance, aviation, personnel, training, and public works—see table D.

The ship construction estimate is \$8,029,000,000. The upkeep and operation of the expanding fleet, overhauls and dockings, major repairs and alterations, ship materials, maintenance of shore establishments, investigations and tests, and miscellaneous operating costs, amount to \$1,860,000,000. Consequently, ship construction and maintenance will total \$9,889,000,000, or almost 37 percent of the total appropriation requested.

The Navy is proceeding with the construction of a well-balanced fleet, but the program is changed from time to time in accordance with the requirements brought about by changes in the progress of the war. From time to time it is imperative to place emphasis on immediate procurement of special types of vessels to meet immediate demands.

Much of the construction in the fiscal year 1943 and part of 1944 was of the

destroyer-escort type of vessel, developed specifically for antisubmarine work. Similarly, the auxiliary aircraft carrier is another type which had to be constructed in large numbers. Landing craft were produced in quantity in these years and have been used, as publicly announced, in the Southwest Pacific, in north Africa, and in Sicily. Construction of all these types continues although necessary adjustments are made from time to time. It may be of interest to note that the Navy is today delivering into service in each 3-month, or quarter-year, period about the same dollar value of naval vessels as comprised the entire naval shipbuilding program of World War No. 1, constructed between the period 1916 to 1922. The Navy began the design of a new large landing craft in May 1942 and delivered the first one of those into service 6 months later.

TABLE D

A quick analysis, by general objects, of the Budget estimates for 1945, the amounts by which they differ from the appropriations for 1944 and the amounts proposed by the committee indicates:

Object	1945 estimates	Increase (+) or decrease (−) compared with 1944 appropriation	Committee proposals, 1945
New ships.....	\$8,084,000,000	−\$1,034,120,000	\$8,029,000,000
Aviation.....	1 5,870,000,000	+1,286,275,000	4,600,640,000
Public Works.....	281,060,000	−1,674,267,405	281,060,000
Pay, subsistence, transportation; training, education and welfare; Naval Reserve.....	6,111,678,000	+1,891,286,016	6,089,037,000
Maintenance, Bureau of Ships.....	2,000,000,000	+264,120,000	1,860,000,000
Ordnance and Ordnance stores.....	2,600,000,000	−576,800,000	2,600,000,000
Floating drydocks, repair facilities.....	145,000,000	−15,000,000	145,000,000
Transportation of things.....	400,000,000	+200,000,000	375,000,000
Miscellaneous.....	991,533,300	+268,668,735	929,059,705
Marine Corps.....	1,144,000,000	+170,208,516	1,144,000,000
Coast Guard.....	442,488,200	−25,268,560	438,406,231
Total.....	1 28,069,819,500	+555,112,302	26,491,202,936

1 Plus \$3,600,000,000 contract authority for new aircraft construction.

The aviation estimate is \$8,200,640,000, including \$3,600,000,000 contract authority. This represents an increase of \$1,616,915,000 over the current 1944 appropriations and contract authority. Deliveries on the new program will commence in the fall of the calendar year 1945 and will be completed by June 1946. By the end of the fiscal year 1945 the number of aircraft on hand, excluding losses, will be 45 percent greater than the number on hand at the beginning of this calendar year.

Aviation requirements comprise instruments, maintenance, experiments, and construction of aircraft. Instruments include navigational, aerological, testing, and photographic equipment. The maintenance item covers the cost of overhaul and operation of aircraft, aviation gasoline, special equipment, and major repairs and alterations at air stations, and various other similar requirements. The value of the experimental work in aircraft and development of new types is so well known it is believed nothing need be offered in the way of explanation.

The next major item is ordnance equipment, ammunition replacement, and maintenance. To cover ordnance for

aircraft and ships, in view of the increase in the number of both mentioned above, there must be a large increase in the ordnance equipment and ammunition. This equipment includes repairs and alterations to the original equipment and spares for installations afloat and ashore and also the replenishment of ammunition and the upkeep and operation of shore establishments to complement this equipment. Modern war consumes large quantities of ammunition. The amount requested under this heading is roughly \$2,600,000,000. Beyond this program it is necessary to provide armament for all the 20,000,000 tons of vessels of the merchant marine being built this year. Ordnance equipment and replacement of aircraft is furnished in this appropriation. This includes bombs, bomb details, pyrotechnics, aerial and surface-craft torpedoes. The Bureau of Ordnance, due to reductions in cost, low attrition rates, and the expedition of production was able in the fiscal year 1944 to reduce its requirements \$1,179,000,000.

I have, so far, dealt with ships, ordnance, and aviation. These are only the instruments of warfare. A ship is, in effect, merely a gun platform. An air-

craft on the ground is vulnerable and virtually useless. To make ships and aircraft effective they must be manned and operated by skilled personnel. The money requested for the fiscal year 1945 for the pay, subsistence, transportation, training, education, and indoctrination of personnel is the money required to render the ships and aircraft effective.

Training is the largest single task with which the Bureau of Naval Personnel is charged and it accounts for \$399,500,000 in the bill. Approximately 350,000 recruits will have to be processed through the training stations in the fiscal year 1945. The principal changes occurring in training are greater emphasis along technical lines and operational procedure and the lengthening of the training periods. Longer training periods have always been desirable but unobtainable due to the urgent need of manpower afloat overseas in all operating areas. For advanced technical and operational training some 600 schools will be in operation furnishing instruction to about 1,000,000 enlisted men and 113,000 officers. The college-training program, although designed primarily as a long-range plan to fill annual requirements for college-trained personnel, is an effective contribution of very great importance.

The public works cash request amounts to \$281,060,000 but \$1,474,931,400 contract authority is also contained in the bill of which \$1,000,000,000 is earmarked for advance bases. This billion provides for the construction of advanced bases in the areas of operations and for additions to existing stations beyond the continental limits of the United States, and \$475,000,000 is for work on the continental establishment necessary to support the fleet. The peak of construction in the United States has been passed. The bulk of funds from now on will be expended on the procurement of material and equipment for the establishment of supporting bases in the active theaters of war. Expansion of these will depend on the vicissitudes of war, the success of our offensive action, spread of the zones of attack, and other unpredictable factors.

At the time of the preparation of the Navy's estimates decision had not been taken as to extension of the lend-lease law. Consequently, there is no money in this bill for lend-lease purposes, as such.

The amount of defense articles delivered and services rendered from naval appropriations, as of December 31, 1943, was \$370,969,889. The value of ships transferred as of the same date was \$995,000,000. Of course the shipbuilding funds in this bill include funds to continue the ship-construction program and some of the ships under construction may be leased to foreign governments. As to totals as of December 31, 1943, the Navy had transferred to foreign governments articles to the value of \$1,623,599,755, including articles purchased with allocations from defense-aid appropriations, which allocations amounted at the same date to \$3,268,828,238.

That day has come of which Tennyson wrote when he said he—

* * * dipt into the future far as human eye could see,
Saw the vision of the world, and all the wonder that would be;
Saw the heavens fill with commerce, argosies of magic sails,
Pilots of the purple twilight, dropping down with costly bales;
Heard the heavens fill with shouting, and there rain'd a ghastly dew
From the nations' airy navies grappling in the central blue.

That day is here.

It is the burden of our responsibility to vote the taxpayers' money wisely and well to the end that the least expenditure of money may be made which will bring earliest victory.

This bill is the contribution of our subcommittee dedicated to that end.

Mr. SHEPPARD. Mr. Chairman, I yield 15 minutes to the gentleman from Mississippi [Mr. WHITTEN].

Mr. WHITTEN. Mr. Chairman, the distinguished chairman and other members of the committee have covered in their discussion the general operations of the Navy, the amount of expansion provided for in this appropriation bill. It has been a pleasure to serve with the chairman, the gentleman from California [Mr. SHEPPARD], with Mr. THOMAS of Texas, Mr. COFFEE of Washington, Mr. PLUMLEY of Vermont, Mr. JOHNSON of Indiana, and Mr. PLOESER of Missouri. These gentlemen have been very diligent in their work and have been motivated by the highest motives in which partisan politics played no part. It is a pleasure to serve with each of them. The committee is fortunate in having Mr. John Pugh as its clerk. Few persons anywhere have the knowledge of the armed services, its history and growth as does Mr. Pugh. He rendered great service to the committee.

Mr. Chairman, as we come to consider this annual appropriation bill for the Navy Department, I feel it is fitting that I join with other members of the committee in saying that we are all proud of the splendid record which our Navy is making and has made in this war. I think, as we consider the huge amount of money involved in this bill, that we should also devote some thought and attention to the terrific problem which is facing this Nation. Certainly it is the desire of this subcommittee to see that the men who are waging this war have every ship, every plane, every hospital and medical facility, and all the supplies, shells, and other things that go to make the way as easy as possible for them. We have made every effort in this appropriation bill to be sure we were doing that. If by spending ammunition, planes, and ships, lives can be saved, it is our duty to provide such ammunition, planes, and ships. If we are to make any mistakes along those lines, certainly we must make those mistakes toward the end of safety. We must give too much instead of too little. We cannot be responsible for having too little and having it too late.

We have found, however, that there are many officers in the Navy Department and there are many officers in the War Department who are gradually and

rapidly in some instances coming to the same belief that some of us on this committee have, that the time has been reached when we as a Congress should look with care on the request of any Department and try to see that the money which they request is needed in the war effort. I know that there are those in this Congress who have made the statement that anything the armed services want they should have, but, Mr. Chairman, I differ with that. I feel that we must give to the Army and to the Navy everything that they need, and I admit that in the final analysis we must leave it up to them to say what they need, but when they come before a committee of this Congress and say, "We want this but are not willing to say that we need it," then I think that we should do as this committee has done, cut the appropriation down to what is really needed. By taking this view I believe I am rendering them a service.

What may be easily overlooked here today is the fact that of each dollar that any department of this Government spends only 40 cents of it is being paid out of current taxes. The other 60 percent is being paid for by the issuance of bonds by the Federal Government. Those bonds will be paid in the future, therefore, of each dollar that this Congress spends, 60 percent of it must be paid in the future and will largely be saddled on to the backs of the men who are fighting this war, and it is with that in mind that this committee considered the appropriation bill which we bring to you today. As I tell you, we have not cut down on ships, we have not cut down on planes, ammunition, armament, equipment, and supplies or on those things that are so essential to fight this war. We want our men to be the best equipped in the world, and they are today. We want them to have the best ships and the greatest number of ships, we want them to have the greatest number of planes and the finest treatment, and I am glad to say that the Navy Department has done a wonderful job in providing that to them. We, as a committee, have done our part in this appropriation bill. But as great as the effort is today. We find that there are other particulars in which Members of Congress can come to the assistance of our high military officers.

We developed that the Secretary of the Navy had issued a directive that no new facilities be constructed if there were available facilities which would meet the needs of the Navy Department. There was created a joint board of Army and Navy officers to bring the two Departments together in the handling of this problem.

The showing before the committee, however, disclosed little evidence that this board or this directive was effective. The Army was vacating bases, the Navy was building new ones.

There was little if any evidence that there was any joint programing of future needs of the two Departments. If the Army no longer needed a facility it was tendered the Navy but we could not see that there was any effort made to notify the Navy Department of any

prospective reduction in the future in the Army's program so as to release facilities for the use of the Navy.

Neither could we see that there was a submission of the future needs of the Navy Department to the War Department with the request for the Army to report what facilities they could release in time for Navy use.

The committee made every effort to make the cooperation between the services more effective. Accordingly on the 18th of March, during our hearings, the Navy Department was directed to request a complete list of facilities which the Army had abandoned and which could be available to the Navy. The Army replied that they had abandoned no facilities and the Navy replied to the committee that no facilities had been abandoned and therefore none were available to meet the needs of the Navy as outlined in their requests of the committee.

Not being satisfied with this report, the committee went directly to the War Department. It developed that while the Army had placed many facilities on a stand-by basis none had been abandoned. Also they had theretofore reserved the right for the Army to reenter which precluded the use of such vacated facilities. Upon this basic problem being called to the attention of the War Department on March 20, its policy was changed and its vacated facilities were placed in three categories.

First. Those facilities in which the Navy could take over outright, of which there were 46.

Second. Those which the Army would share jointly with the Navy, of which there were eight.

Third. Those which the Navy could use but on which the Army would have to hold strings or the right of reentry, only one being in this category.

The Navy Department immediately notified its personnel in the field to investigate the possible use of these facilities by the Navy Department. The committee was requested to continue its hearings until such report could be made. I am advised that the Navy will be able to use quite a number of these facilities.

The joint committee of the Army and Navy is now really functioning and I am advised that much good continues to come from the committee's investigation.

We on the committee are not in position to pass on the proposition of a department of national defense suggested as the answer to this problem by some. This is a matter that, of course, must be determined by those charged with the operation of the war effort. However, we have come to realize that there are many natural problems which are the result of two independent departments. Personally, I am of the opinion that at least there should be a joint board on use of facilities to which each of the services should have to report their program and needs for the future, a board which would have the authority to make full use of facilities regardless of which service may have constructed them, to the end that the Navy have facilities it needs, the Army the facilities it needs and that no facilities be constructed when, by reassignment of facilities between the serv-

ices, the requirements for new facilities would become unnecessary.

The high ranking officials in both the War Department and the Navy Department were most cooperative when this matter was called to their attention. These officials desire as we do, to prevent needless duplication of facilities. They are making every effort to meet that problem. Perhaps the real trouble we found comes from the two-department system. However, as stated, we on the committee are not in position to pass on the most effective way of fighting the war, nor in the position to say there should be only one department of national defense.

As the result of this matter we have gone into, this committee has written into this bill and recommended to the House a restrictive clause which provides that the Navy shall not use the money appropriated under the terms of this bill for the building of facilities in the continental United States if there are available other facilities which are available to the Navy and which are suitable for its needs.

There was much evidence which caused the committee to make this reduction under the terms of the authorization bill I mention. The Navy Department was recently authorized to spend around \$11,000,000 in funds for a stadium and other facilities at the Naval Academy at Annapolis. I am glad to state the Department withdrew this request during our hearings. In this bill of authorization there was \$35,000 for a restaurant for 75 civilian workers, who had been doing a good job and getting along up to now in a town of 1,500 people. There was another authorization of \$75,000 for a restaurant for a few hundred civilian workers and many other items of a similar nature. On some of these the Chief of Naval Operations and the Assistant Secretary of the Navy stated that they wondered how such items could have been requested by the Department.

We felt the Department should attempt to make an effort to find existing facilities which would answer those purposes and thereby limit in every possible way the bonds of the Nation which must be paid in the future.

I understand that the gentleman from Georgia [Mr. VINSON], chairman of the Naval Affairs Committee, intends to make a point of order against this provision. I rather think, in view of the contract authority which was granted under the bill recently passed, that if he presses that position, most likely his point of order will be sustained and this restrictive clause will go out.

Mr. VINSON of Georgia. Mr. Chairman, will the gentleman yield?

Mr. WHITTEN. I yield to the gentleman from Georgia.

Mr. VINSON of Georgia. May I say to the distinguished gentleman from Mississippi that I do intend to make a point of order on the ground that it is legislation on an appropriation bill. I am in hearty accord with the objective of it, and if it were brought in the usual manner, it would have my hearty support. The only complaint I have is

that the Appropriations Committee must confine its activities to appropriations and not to legislation.

Mr. WHITTEN. I thank the gentleman, and am glad he is in entire accord with the position taken by the committee so far as its desires are concerned. I mention this fact, and I have gone rather thoroughly into detail as to the reasons we saw fit to put this restrictive provision into the bill. I say to the gentleman that if we have called it to his attention and if the provision goes out, we feel that we have done a good day's work by placing it in the bill so that it will have the attention of his committee, which has the legislative right to pass on such matters. I trust that he will see fit to have his committee take appropriate action if the provision goes out of this bill.

Mr. VINSON of Georgia. Mr. Chairman, will the gentleman yield further?

Mr. WHITTEN. Yes.

Mr. VINSON of Georgia. I think the position the gentleman is taking is sound and well fortified by the facts. It should be incumbent upon the Navy Department to make inquiry to see if there are any available facilities anywhere in the country that can eliminate the construction authorized by the act of April 4. The only complaint I find is that we must adhere strictly to the prerogatives of the legislative committee and of the Appropriations Committee, and if it were not for that I would interpose no objection.

Mr. WHITTEN. I might say to the gentleman that we are in thorough accord with that view, and surely no member of this committee has any desire to encroach on the rights and the prerogatives of the legislative committee.

I might say further that we gave long and hard work toward trying to write a provision which would in no way encroach on the gentleman's committee. I do say that in my opinion we have done a very good day's work by including it here, even though it goes out, because by so doing we call attention to the need for having such a measure written into the law. The gentleman and his committee are the appropriate committee to consider that in the event it should go out of this bill.

Mr. VINSON of Georgia. The committee report also referred to it, and it was a matter that was properly brought to the attention of the Navy Department that a complete survey should be made before any money was used according to the act of April 4.

Mr. PLOESER. Mr. Chairman, will the gentleman yield?

Mr. WHITTEN. I yield to the gentleman from Missouri.

Mr. PLOESER. I am sure that every member of this committee is, of course, delighted to hear the statement by the chairman of the legislative committee, one that we naturally would expect from the distinguished gentleman in his devotion to the cause of economy and the cause of our great Navy.

Might we expect an additional act, not exactly compulsion, but one to demonstrate the sincerity of this Congress, if such a procedure be carried out, that the

legislative committee in its next bill, when it does come before this Congress, might include such a provision?

Mr. VINSON of Georgia. Mr. Chairman, will the gentleman yield?

Mr. WHITTEN. I yield to the gentleman from Georgia.

Mr. VINSON of Georgia. In response to the gentleman's inquiry, may I suggest that I called the Naval Affairs Committee's attention to the language in the limitation, and the sentiment of the committee this morning was that we are in accord with the principle and the objective, and if it were not for the fact that this is legislation on an appropriation bill, we would heartily concur with that objective and permit it to go on. I will be happy to state to the gentleman and the Committee that we will endeavor to impress upon the Navy Department that we, too, share the same viewpoint, and if it does become necessary to have legislation, we think it should properly be presented in a bill.

Mr. WHITTEN. As I have stated before when this matter came to the attention of the committee we found that there was a joint board between the Army and the Navy which was supposed to function in this particular regard. I do say there was little, if any evidence, that this board or the directive of the Secretary of the Navy—who, incidentally, has issued a directive along this line—was functioning properly. The hearings will demonstrate that by reason of the action of this committee some fifty-odd facilities were tendered to the Navy, which had not been considered, and which the Navy admitted were not considered, prior to the request for \$644,000,000 for expansion of facilities in the United States, and on which they asked us to give them time to see if they could not be used after we had gotten the Army to tender them to the Navy. That full responsibility does not rest with the Navy Department. Part of it is with the War Department where it had reserved the right to reenter on these bases. Part of it comes from the very fact of having two separate departments to make and wage this war and the problems inherent in the system.

I am not passing on whether that is a correct procedure. I know nothing about the military, but I do realize that there are certain problems that naturally flow from having two separate departments. As to whether there should be a joint board to whom each Department must go in applying for facilities, a board that perhaps would have authority to direct as to each one which facilities it could use so that the Navy could have the facilities on the coast which it might need and the Army might have the facilities which it might need, I am not in a position to pass on those things. I am glad to state that when the situation was called to the attention of the Departments we had the full cooperation of the Assistant Secretary of War for Air, Mr. Lovett; of the Under Secretary of War, Judge Patterson; of the Chief of Naval Operations, Admiral King; and of Admiral McCain, in charge of naval aviation, and of other officials, and the situation was corrected.

Mr. PLOESER. I think it might be added, in order to be completely candid with the House, that some of us at least, although there was no testimony to that effect, gathered the impression that until this subcommittee delved into the mysteries of the use of these various facilities which were being discarded by the Army and were possibly available to the Navy, the joint board had never met prior to such questioning before the subcommittee, and that the activities have been worth while since. I think it should be made clear to the armed services and this House that the application of such joint management of both services should apply not alone to the use of facilities which they have now used, but might well apply to the use of new public works or the preparation and creation of new public works or of new facilities of any kind.

The CHAIRMAN. The time of the gentleman has expired.

Mr. SHEPPARD. Mr. Chairman, I yield 5 additional minutes to the gentleman from Mississippi.

Mr. WHITTEN. Along that line, I agree with the gentleman from Missouri, certainly, that there was little evidence, if any, that this board had been very effective up to the time this was gone into. I know there was testimony from high-ranking Army and Navy officers that it has been meeting almost continuously since that time, and that full accord has been worked out between the members of the respective Departments.

Mr. VINSON of Georgia. Mr. Chairman, will the gentleman yield?

Mr. WHITTEN. I yield to the gentleman from Georgia.

Mr. VINSON of Georgia. Then the inquiries of the distinguished gentleman of the subcommittee have already begun to bear evidence of good results.

Mr. WHITTEN. I think so.

Mr. VINSON of Georgia. No doubt about it. May I say that when the bill was presented on April 4 an inquiry along this line was made by the gentleman. He submitted to me a field that had been abandoned by the Army. I in turn submitted it to the Navy Department. It begins to look as if the Navy Department can use the field. So the seed has been sown on fertile soil, and there will be a bountiful harvest of economy growing from it.

Mr. WHITTEN. I think the gentleman's statement is appreciated by the committee, as far as that goes, but when we get to economy, this committee, like others, cannot economize and place cost above lives in the protection of the Navy.

Mr. VINSON of Georgia. That is right.

Mr. WHITTEN. We have not economized when it came to ships, planes, armament, equipment, supplies, medical attention, and hospital, and these other things so essential to victory and the welfare of our forces, but when it comes to expansion of facilities in the United States, certainly every use should be made of available facilities before new ones are constructed. Every dollar which is spent needlessly is not a help to the men in service but an added burden upon them when they return.

Mr. VINSON of Georgia. The gentleman must bear this in mind: While he has economy in mind, and he has said he has not applied it so strictly to ships, yet the whole expansion program is to enable the Navy to be in position to operate these ships. It would be useless to spend money to have ships built unless there were trained personnel available to operate the ships. The act of April 4 was to permit a 750,000 expansion of personnel. The present facilities not being sufficient, it necessarily means that training facilities must be expanded.

Mr. WHITTEN. I doubt that there is any way to get an argument between the gentleman from Georgia and me, since he takes the same view as I have taken and which was taken by the committee. There are many things about which we could argue, but I do not think he would argue with me about them. One is the stadium at Annapolis, and several restaurants, and things of that type which are eliminated. Those things which are essential, which the Navy itself said it needed, we have gone along on with the Navy, but as to those things which they just wanted but which they were not willing to say they had to have, we were not willing to go along. We have cut the facilities in the United States about \$169,000,000.

Mr. VINSON of Georgia. It is only about \$25,000,000 under what the Budget has recommended, but \$169,000,000 under what the Department wanted. I think the committee was clearly justified in making its reductions.

Mr. WHITTEN. I am glad to hear the gentleman say that.

As to the use of facilities, while we were limited to trying to look after the Navy's end of it and seeing that they fully used facilities available from the Army or elsewhere, this situation goes far beyond the Army and Navy. As a result of this, I investigated one air base which the Army had recently vacated.

I do not know the Army's needs, and doubtless they knew they no longer needed it. They probably knew when they put it into commission that they would possibly need it for only a little over a year; I do not know. But the thing that is unexplainable and for which there can be no excuse is to find out that the Federal Housing Authority had spent \$1,000,000 building housing there, which was completed just as the base was vacated; nobody ever moved into it because the Army moved out the minute the housing was completed. Things like that occurring all over this Nation are certainly going to stir up the people of this Nation, and rightly so. It stirred up this committee. As far as we were concerned, we tried to take appropriate action. We wrote this restrictive clause into the bill to insure that our desires were carried out. We may not be in position to keep it in here, but I am glad to hear the gentleman from Georgia, the chairman of the Committee on Naval Affairs, who has the authority in the event that it is held that this is legislation on an appropriation bill to see that it is written into law, say that it is in line with his views, and I certainly hope he will take action to see

that it is enacted into law by his committee.

This is a huge bill. We have found in listening to the officers and officials from the Navy Department that through the months since this war started we have learned that by having a supreme or a complete mastery in the number of ships, planes, and equipment, and in the number of loads discharged from our guns, we are saving the lives of American men. I say that as long as we can increase the size of this Navy, and as a result of increasing it, limit and reduce the number of boys who lose their lives, the money is well spent. But while we do that we should, I feel, also look to see that we do not have any greater debt than we necessarily must have, so that we will not have any added debt placed on these boys when they return.

We only hope that the present cooperation between the services will continue and do believe that the restrictive provision would cause, on the part of the Navy, a greater determination to get around new construction where at all possible.

Mr. Chairman, it is easy to be critical of those Navy and Army leaders who have a tremendous task to perform. The members of this committee were privileged to hear off the record reports of the great work, the great preparations that have been made by both the Army and Navy. We learned in detail of the great heroism shown by the American servicemen everywhere. As Americans we should take pride in the way each service is conducting its part of the war.

The Nation should take pride in the great effort made by the Army and Navy leaders and by the Congress to provide adequate training, sufficient arms, ships, planes, materials, and supplies, medical care and attention. Full preparations have been and are being made.

Our military leaders are performing an almost impossible job well. To them and the services we owe every effort to meet their needs. This we, as a committee, have tried to do. As stated before if we are to make mistakes they should be on the side of safety.

While we have tried to base the amount of this appropriation on need we must of necessity leave to the naval officers in charge of the strategy the determination of need. We, as a Congress, cannot risk supplying too little and too late.

The CHAIRMAN. The time of the gentleman has expired.

Mr. PLOESER. Mr. Chairman, I yield 15 minutes to the gentleman from Indiana [Mr. JOHNSON].

Mr. JOHNSON of Indiana. Mr. Chairman, I shall not discuss the various items contained in this bill in detail. The printed hearings give practically all the information that is available to the committee. Any additional information we may have is confidential and, as such, cannot be mentioned.

Many of the items in this bill have been very poorly justified, and if we were not at war, I dare say, many items in this bill would not be presented to the House on the justifications given the com-

mittee. We realize that in wartime it is hard to strike a balance between the actual needs of the Navy and the things the Navy would just like to have.

It is the desire of this committee to give the Navy everything it needs to win the war. We want to see the Navy supplied with an abundance of material, and we commend the Navy for its policy of using great quantities of material in order to save lives. But while we are providing this material, we do not want to see needless waste and extravagance practiced. We realize there is always waste in war, but there is no need for deliberate and scandalous waste, and it should not be tolerated.

I want to make a few observations which I think are wholly justified by the hearings and by general observation since the beginning of this war. No one takes more pride in the accomplishments of our Navy than do the members of this committee, and no one is more chagrined at the waste and extravagance of the Navy than the members of this committee.

This war has developed at least one outstanding defect in our military and naval set-up. We should have a single qualified directing head of all branches of our armed forces. In theory we have this, but in actual practice we do not. The President, by virtue of his office, is Commander in Chief of our Army and Navy and, as such, is empowered to exercise complete control. Very seldom have we had a President who was a military and naval strategist, and even if we had one, his duties as executive head of our domestic Government are so great and complicated that he would not have time to devote to the military and naval matters, or if he were qualified and did attempt to take complete charge of military and naval matters, he would, of necessity, have to neglect the domestic phase of our Government. Directing the military and naval activities is a full-time job, and directing the domestic affairs of Government is a full-time job. In his radio speech last Christmas Eve, the President, in referring to General Marshall and Admiral King, said—I quote:

Upon them falls the great responsibility of planning the strategy and determining when and where we shall fight.

During the past 11 years we have experienced the most wasteful, extravagant mismanagement of governmental affairs in all history. With this record of the past 11 years in the domestic branch of our Government, how could we reasonably expect anything different in the conduct of domestic affairs during the war and of many matters connected directly with the war.

The committee hearings show definitely that there has been little effort made to cooperate between the Army and the Navy, and especially is this true in regard to exchanging or utilizing the facilities of each branch of the service by the other. There has been no real effort made. The Army and Navy have not notified each other of their needs for facilities, and they have not notified each other of facilities each would no longer require.

We should have someone who has the authority to force the Army and Navy to cooperate and to exchange facilities wherever it is possible to do so, instead of spending great sums of money needlessly and wasting precious materials and manpower in new construction which practically duplicates facilities abandoned by the other branch of the service. Especially is this true in regard to flying fields, warehouses, and defense plants.

We should have a Department of National Defense with full power to tell the Army and the Navy what facilities to use and to force full cooperation and coordination in the use of all facilities.

Another observation I would like to make is that some single purchasing agency should be set up for both the Army and the Navy. We have the best admirals and generals in the world. They have devoted their lives to the study of the science and art of war. They know military and naval strategy, and they know what weapons they need to successfully carry on a war. They know how to properly train and condition those in the various services. We are proud of their abilities along these lines, and we are proud of the accomplishments of the Army and the Navy under their leadership, but they have not been so efficient in the procurement of the weapons needed or of training facilities.

I think these admirals and generals should continue to conduct our military and naval operations and to determine what weapons and supplies they need and when they need them, but I think we should have an agency directed by a hard-headed businessman, and composed of people experienced in business, to make the purchases for the Army and the Navy.

There are few localities in the country that have not witnessed gross waste and extravagance, either in the procurement of sites and the construction of camps, flying fields, or defense plants. The amount of the taxpayers' money which has been utterly wasted in this connection is tremendous, to say nothing about the waste of materials and manpower. Not only is this a burden on the taxpayers for generations to come, it is actually injuring our efforts to win the war and is requiring our Nation to raise much more money to finance the war than it should be necessary to raise.

In my district the War Department spent upward of \$65,000,000 on a defense plant which was practically abandoned as soon as it was completed. At another place in my district twice as much land was purchased for a defense plant as was needed. The Real Estate Division of the Army Engineers objected to the purchase of all the land, claiming that one-half of the land was all that would be needed, but the Real Estate Division was overruled and the land was purchased. About one-half of the land has never been used, and now it is officially ruled as surplus property. This has worked a hardship on Government financing and a greater hardship and injustice on the owners of the land. They were required to give possession of their

homes and farms on 60 days' notice. Many could not find a place to move their stock, feed, and machinery on such short notice. This compelled them to sell their stock, feed, and machinery at a loss and then go out looking for a place on which to live.

At another place the Navy spent \$5,000,000 to expand an existing privately owned plant, supplied about \$1,000,000 worth of tools and machinery, and then never gave the company a single order. Also, 450 houses were constructed at this plant as a defense-housing project, but none of the houses has ever been occupied, and they are now being moved to another location. The record is full of such instances.

If we had a purchasing agency staffed with qualified men of business experience to provide the material, the weapons, and supplies required by the Army and the Navy, such instances of waste and extravagance would not occur. Also, in that event our military and naval officers, who have been schooled in war science, would be free to devote their time and energies to the winning of the war, while the matters of procurement and supplies would be left to those non-military men experienced in extracting a dollar's worth of value for every dollar of the taxpayers' money expended. This would make more military and naval men available for military and naval activities and at the same time insure a businesslike set-up for the purchase of all ordnance, supplies, and facilities.

We all realize there are many capable and competent officers in the procurement divisions of both the Army and the Navy, but they are so much in the minority and their jurisdiction is so limited, and the whole set-up so involved in rank and red tape, that the present system of procurement has proven to be very inefficient, as well as extremely costly and wasteful.

Mr. Chairman, it is a pleasure to serve on this committee. It has been our united effort to provide the Navy with everything it needs. There has been no partisanship in the committee. The gentleman from California [Mr. SHEPARD] has been very thorough and fair in conducting the hearings. The gentleman from Texas [Mr. THOMAS], the gentleman from Washington [Mr. COFFEE], and the gentleman from Mississippi [Mr. WHITTEN] of the majority party, and the gentleman from Vermont [Mr. PLUMLEY] and the gentleman from Missouri [Mr. PLOESER], the other minority party members, have been very thorough and painstaking in their efforts to provide the best navy in the world. Mr. John Pugh, clerk of the committee, has rendered most valuable service and I cannot compliment him too highly. It has been our constant effort to be fair and just to the Navy while at the same time looking after the welfare of the taxpayers.

Mr. MICHENER. Mr. Chairman, will the gentleman yield?

Mr. JOHNSON of Indiana. I yield.

Mr. MICHENER. The gentleman has paid splendid tribute to his colleagues on the committee and to the clerk of the committee. As one Member of the House I want to express appreciation to this

committee for the work it has done on this particular bill. A bill carrying approximately \$32,000,000,000 has been brought to the House only after the most careful, conscientious consideration and check-up. The fact that this bill will pass, either unanimously or very nearly so, is a tribute to the confidence which the Congress has in the painstaking work of this splendid committee.

Mr. JOHNSON of Indiana. I thank the gentleman from Michigan, both for myself and for the members of the committee.

We believe we have the best Navy in the world, and it is our hope and our belief that the Navy will be one of the real moving factors in bringing this war to a victorious end. It is our hope and our prayer that the war will soon be over and that our American boys can soon return to their loved ones. There is not a member of this committee who would deny the Navy a single penny of appropriations to provide anything that is needed for the proper training, or for supplies of any kind which would in any way assist in protecting them or which would assist in their efforts to conquer the enemy. We are vitally interested in the welfare of those who are fighting this war for us. Mr. Chairman, taking everything into consideration this bill is probably as good as could be brought before the House under existing circumstances.

Mr. SHEPPARD. Mr. Chairman, I yield 10 minutes to the gentleman from Georgia [Mr. VINSON].

Mr. VINSON of Georgia. Mr. Chairman, this appropriation bill provides for an appropriation and contractual authority of \$32,647,134,336. I deem it pertinent at this time to let the House know the activities of the Navy in the war so far, and to pass on to the House some of the information available to the Committee on Naval Affairs. Because of its constant and close contact with the Navy Department, the Committee on Naval Affairs has accumulated a vast fund of information bearing on naval activities and it is my purpose to make available to the House as much of that information as is compatible with the national security and to let the House know what the Navy has done and what it proposes to do in the prosecution of the war. We know from the public press the glorious results that the Navy has achieved, but the planning and laborious administrative work that have been necessary to assure those results do not constitute news and, consequently, have received scant recognition.

Since the landings on Guadalcanal and in north Africa, our offensive operations have gradually expanded, until now the United Nations hold the initiative in all theaters of operations. At the present time we have overcome the submarine menace in the Atlantic, a notable feat that permits us to supply our forces in Europe to the limit of available shipping. However, this menace may start up again and, therefore, no let-up in our antisubmarine measures can be permitted until Germany is out of the war. We have attained mastery of the sea and air in the Pacific to the extent

that operations are being projected by our task forces into waters heretofore controlled by the Japs—an open challenge to their fleet to come out and fight. Our submarines in the Pacific, patrol the Japanese vital sea lanes to the very coasts of their homeland, and they are taking a tremendous toll of his shipping. The United Nations control the air on all active fronts and over Germany itself. Nothing the enemy can do can stop us now, provided we meet the requirements in men, ships, planes, weapons, and bases, to support bold and well-conceived plans. And it is on the basis of the Navy's needs for its share in the execution of these plans that the appropriation is proposed.

Last year the escort vessel building program was of the utmost importance, and every resource was applied to increase the speed of production of this type of craft to meet the growing threat of the U-boat campaign. The effort expended in pushing the destroyer escort and the escort-carrier programs has paid enormous dividends in overcoming the submarine menace. The numbers of these escort craft now available, and becoming available, are steadily enhancing the security of our shipping lanes; but here, too, we must assume that the enemy is on the alert for any signs of slackening in our effort. The Navy's program for escort vessels must, therefore, continue as now planned.

Practically every offensive operation undertaken, or planned, involves amphibious warfare, with the resulting need for more and more landing craft. The types range from small amphibious tractors to the relatively large landing ships. The numbers required are large, and the losses in operations, while not excessive thus far, still necessitate considerable replacements and this can be expected to continue. The stepping up of amphibious operations will require more and more landing craft. In short, if our offense is to continue to succeed, our production schedules for landing craft must be met.

The shipbuilding program, as a whole, is progressing satisfactorily. Experiences in actual combat with the enemy have proved the soundness of the Navy's designs and construction. Building periods have been substantially reduced, even though design changes must frequently be made as a result of new weapons and of lessons learned. Losses are to be expected, and we are prepared to accept them as the price of our mounting offensive, but with the assurance that the enemy will suffer by comparison.

The success of our operations, particularly in the Pacific, has been due in a large measure to our growing aircraft-carrier strength and our shore-based aviation. Recent operations have seen the greatest concentrations of carrier-based planes ever known, and through complete mastery of the air our losses in surface craft and aircraft in such actions have been kept at a minimum. To maintain this superiority, as we drive the Japanese back into his inner ring of defenses, we are going to need

every carrier and plane that our program will provide.

This emphasis upon the contribution of carrier-based aircraft in no way indicates a lessening in our need for other types of combatant ships—battleships, cruisers, destroyers—to comprise the naval teams that are now so successfully operating in the Pacific. I stress this idea of naval teams, for no one type can operate without the others, to round out the whole and thus be prepared for any combat eventuality.

Thus far I have discussed primarily our combatant vessels and their operations. Here I should like briefly to go into the requirements to support those vessels and their operations. Such support involves large numbers of auxiliary vessels and vast installations on shore both at home and projected into the areas of operations in order to insure full mobility of our forces. This naval mobility is one of the most potent reasons behind the success of our operations.

Always a pressing need, and one most often overlooked, is ample and efficient maintenance of our forces afloat. A ship in commission and operating must be kept in good condition and, in addition to battle damage, time alone increases the required upkeep. Each ship must have available many types of spare parts, some on board, but mostly stored where they can be readily supplied in case of need. Another point, not always realized by those not thoroughly familiar with naval operations, is the real need for large numbers of smaller craft, such as tugs, barges, lighters, and so forth, in all ports and bases where combatant ships are restocked with supplies and are repaired and overhauled, and particularly in island bases where very few, if any, waterfront facilities are available.

The Navy's advanced base program represents a sizeable proportion of the appropriation. This program is based upon absolute needs to support planned operations in active combat areas. The Navy has now gained considerable experience in the establishment of advanced bases. From this experience the Navy will be able to plan its procurement and assembly of advanced base material, so that the required installation can move in as soon as the initial assault is over.

BUREAU OF NAVAL PERSONNEL

The Bureau of Naval Personnel, under the able guidance of Vice Admiral Randall Jacobs, administers the entire personnel of the Navy.

The personnel requirements of the Navy in the fiscal year 1945 were carefully studied by the Committee on Naval Affairs in connection with the 1945 appropriation bill which is now before the House. The Navy's manpower needs, its training programs, and the provisions it makes for the care and morale of all naval personnel are of vital interest to the Congress and the Nation. I will summarize briefly the personnel development of the Navy thus far in the war and the plans for its continued expansion during the coming fiscal year.

The Members of the House are familiar with the extraordinary expansion in the

size of the Navy since our entry in the war. It has increased more than sixfold—from 35,000 officers to more than 220,000; from 290,000 enlisted men to more than 2,000,000; and from 800 nurses to more than 7,000. When it is remembered that of the personnel in the Navy today less than 5 percent of the officers and men were in the Regular Navy at the start of the war, we can appreciate the magnitude of the problem of making this vast sum of trained sailormen available to man our ships.

Although 95 percent of our naval personnel had no, or at best a very limited, background of training or experience as sailormen, they were to be required to operate and maintain the most highly mechanized fighting ships in military history. As the number of ships in commission began to increase at a rapid rate, the personnel timetable likewise had to be accelerated. Back in 1941 the Bureau of Naval Personnel was called upon to man only about 1 ship per day. During 1942 more than 3 ships were commissioned each day. In 1943 the average number per day began to approach 6 ships, and in the calendar year 1944 the estimate is an average of between 11 and 12 ships commissioned each day. I am speaking only of commissioned ships, such as battleships, cruisers, aircraft carriers, submarines, and so forth, and have not included oil barges, tenders, and other district craft, which also must be manned by naval personnel.

Required to schedule its procurement and training to the changing timetable of ship construction, the Bureau of Naval Personnel also had to keep in mind the technical demands of all the new developments and techniques which have revolutionized the science of naval warfare. A training program geared to handle 25,000 officers and over 425,000 enlisted men at any one time was developed step by step.

The length of training ashore varies, depending upon the specialty for which the man is selected. If he is to be an aviator he will have more than 18 months of training and more than 400 hours of flying before he is ready for combat assignment. If he is to be a radio technician, repairing and maintaining the radar, radio, and sound equipment which has played so important a part in our victory, it is necessary to give him almost a year of training. If he is to be a machinist's mate, gunner's mate, or torpedoman, he will have 4 months of advanced training after he has completed his recruit course.

As a new aircraft carrier, battleship, cruiser, destroyer, or destroyer escort is being built in the yard, the men who will man her are undergoing training at sea or in many of the more than 300 naval schools, and in not one single instance has the commissioning of a ship been delayed for lack of trained personnel. This has meant the most exact planning so that the output of all of these schools in different types of training can be geared into the ship-completion dates.

Your Naval Affairs Committee has been particularly interested in, and watchful of, the measures taken by the Bureau of Naval Personnel for the welfare and

morale of the men in the Navy. Not only is there a highly advanced program for keeping the men in fine physical condition, and providing for recreation and entertainment all over the world, but the men are given the opportunity to continue their education in any field they choose during the evenings and whenever there is a lull in activity. The morale of the men at sea is directly affected by the care and protection that are being given to their families at home. The Congress has played its part by legislation for dependent's allowances, for the protection of insurance rights, the continuance of allotments for the dependents of men in a missing status, and for maternity care for the wives of the men. I can assure you that the morale of the men in the Navy is high and great credit is due to the Bureau of Naval Personnel and the Congress for the administrative and protective leadership that has been shown in looking after this vital need.

Because the size of the Navy is geared to the ship construction program, the Navy's personnel problems are today quite different from those of the Army. The Navy college-training program is a good illustration. It is of vital importance that a continued supply of officers be available for the Navy next year and in succeeding years. The Navy college-training program is designed to meet this need, for the men in the program are studying mathematics and the technical and engineering sciences which are the prerequisites of a competent deck officer. On the first of March there were nearly 70,000 in the V-12 program. While this number may be reduced during the next year, there is no indication that this program can or should be eliminated.

In the calendar year 1944 the strength of the Navy will increase by more than 600,000 under authorization already approved by the Joint Chiefs of Staff and the President. It may well be that a still larger increase will be required as a result of the extraordinary job that American industry is doing in producing thousands of amphibious craft without materially delaying the production of larger vessels. The recent experiences in the Central Pacific, the Marshalls, Caroline Islands, and the Admiralty Islands, give hope that the amphibious forces will hasten the day of Japanese defeat. If the Navy needs more men in coming months, I believe it is the responsibility of the Congress to see that the Selective Service System operates to produce them.

The Appropriations Committee gave thorough and expert study to the personnel items in the present appropriation bill. I note that the committee has allowed the Navy a sufficient latitude so that it can make many of the changes in its facilities that will be required by the changing course of events in coming months. From long experience with these matters, the Naval Affairs Committee knows that you cannot estimate precisely today the scope and character of projects which may well be required tomorrow. With the advance of technical developments, new needs arise, and the Navy must be in a position to shift emphasis from one type of training to another and to change its facilities to

meet the new need. I believe the Members of the House will agree that the realistic approach to this question by the Appropriations Committee is not only necessary for the speedy progress of the war effort, but also will prove in the end to have resulted in economies.

I speak for the Committee on Naval Affairs when I say that the Bureau of Naval Personnel, under the leadership of Vice Admiral Jacobs, has done one of the outstanding jobs of the war. The people of our country can be assured that their boys who are in the Navy are receiving the finest training, and every measure for their care and morale that the best brains of our Navy have been able to devise. These vast personnel operations have been conducted with economy of funds and strategic materials. Careful planning has avoided the uneconomical use of the Navy's manpower.

BUREAU OF SHIPS

After the disarmament conferences the total combatant ship strength of the entire world was about four and one-half million tons. It is anticipated that the under-age strength of our Navy will almost equal that tonnage by December 31, 1944, and in addition we will have over-age ships of almost one-half million tons available for service. On December 1, 1941, there were less than 1,000 ships in commission in the Navy, and by July 1943 this number had increased to nearly 4,000 ships, exclusive of landing craft and other smaller types of vessels. That will give you an idea of the magnitude of the shipbuilding program that has been carried on by the Bureau of Ships.

During the years 1940 to 1943, inclusive, 762 fighting ships of nearly two and one-half million tons have been added to the fighting fleet, and in addition 28,472 auxiliary vessels such as mine craft, patrol craft, landing craft, and district craft have been added to the fleet. Approximately 75 percent of this work was completed in the year 1943 alone. The numerical strength of the combatant fleet on January 1, 1943, was doubled in the first 11 months of that year.

By the end of 1943 the production rate per quarter was substantially equal to the entire shipbuilding program of World War No. 1.

The outstanding accomplishment in the Navy shipbuilding program in 1943 was the destroyer escort program. None of these ships had been delivered by February 1, 1943, but in the remaining months of that year 306 of them were delivered. At the same time 65 aircraft carriers of various types, including the escort carrier, were delivered.

The efficiency of the shipbuilding program as a whole is well illustrated by the decrease in the number of man-hours required for the construction of various types of ships. The required man-hours for the construction of a destroyer escort has been reduced in one instance from 1,200,000 to 550,000. The hours required for the construction of a light cruiser has been reduced from 7,700,000 to 5,500,000, and a tank landing

ship—L. S. T.—which formerly required 750,000 hours is now being built in 450,000 hours.

All outstanding records for speed in construction have been shattered in 1943. A destroyer escort vessel was launched less than 5 days after its keel was laid, and was delivered for service on the twenty-fifth day after the keel laying. This compares with the World War No. 1 record of 45½ days for construction of a destroyer. The records for other combatant ships are: Battleship, 45,000 tons, 33 months; aircraft carrier, 27,100 tons, 15.9 months; destroyers, 4.5 months; and submarines, 7.3 months.

Not only has extreme speed been accomplished in construction, but such speed has prevailed in planning and design. For example, the 157-foot infantry-landing craft—L. C. I. (L)—was first conceived in May 1942. The first ship of this design was placed in service in 1942 and hundreds were completed in time to play an important role in the operations at Sicily, Salerno, the Aleutians, and the South Pacific.

The mass production of ships and the speed obtained has not resulted in any sacrifices in quality. Nonessentials have been eliminated, and their elimination has permitted the strengthening and improvement of the peacetime design of ships, and has contributed materially to their combat effectiveness. The elimination of nonessentials has permitted increases in the fire power of our vessels. As an example, the U. S. S. *South Dakota* when undergoing repairs in 1943 received an increase of 600 percent in the number of barrels of her close-in antiaircraft battery. The antiaircraft fire of a large carrier was increased 109 percent.

Despite the remarkable accomplishments made in the shipbuilding field, we should not lose sight of the work which is being done in the field of maintenance and repair. By July 1943 there were nearly 4,000 ships in service in the Navy. They were operating for long periods of time with little rest in port and at speeds greatly in excess of normal peacetime operations. A month of wartime operation approaches from 6 months to a year of normal peacetime operation. This has tremendously increased the ship-repair load. During 1 month in 1943, 436 vessels were under repair in the 9 navy yards, and for the first 9 months of 1943 a total of 3,376 ships were overhauled and converted in these yards. Also, extensive salvage operations were conducted in all quarters of the globe, the most notable being the raising of the U. S. S. *Lafayette*—ex-*Normandie*—which was completed in November 1943.

The Bureau of Ships is making splendid progress, and with Rear Admiral E. L. Cochrane at its head, we can expect the continued efficient performance by this Bureau.

BUREAU OF AERONAUTICS

Since August last the Bureau of Aeronautics has functioned primarily as a material bureau. At that time the office of the Deputy Chief of Naval Operations—Air—was created. This office is

headed by the previous Chief of the Bureau of Aeronautics, Vice Admiral McCain, and took over the functions of training, planning, personnel, and flight, leaving the Bureau of Aeronautics, now headed by Rear Admiral Ramsey, with the problems of procurement, production, engineering, and maintenance.

Upon our entrance into the war, we had a highly skilled and well-trained naval aviation personnel equipped with the finest naval airplanes then in existence. The deficiency was one of number only. It was clear then as it is clear today that our ultimate major national aviation effort would be in the Pacific theater but, because of the heavy losses inflicted by enemy submarines in the Atlantic, it was necessary to accord first priority to that theater. Countermeasures placed in effect in that theater have substantially reduced our losses and in those operations naval aircraft played a most effective part. They continue to take a heavy toll of Hitler's undersea fleet.

Since the Battle of Midway in June 1942, in which our navy flyers were primarily responsible for the destruction of four first-line Japanese aircraft carriers, our strength in ships, planes, pilots, and bases has increased to the extent that we have been able to launch overwhelming power against important enemy positions in the South, Southwest, and Central Pacific areas.

The reluctance of the enemy to seriously challenge these advances is indicated by the fact that the last carrier duel was fought in October 1942. Our naval forces, spearheaded by carriers, have since January 1, 1943, been on the offensive, but Japanese resistance has been confined in the main to night air attacks and submarine operations with no indication of their desire so far to expose their heavy ships. Although our carrier strength has increased eightfold numerically since Pearl Harbor, it is important to note that the expansion is made up in the main of vessels of merchant-type construction of relatively low speed and limited airplane-operating capacity. A continuing need will exist during the course of the war with Japan for all the large, fast carriers we can put in service in the Pacific.

From a handful of naval aviation-training establishments, fields, stations, and bases in commission at the beginning of the war, we now number such facilities in hundreds and they are increasing daily as we consolidate our newly won positions in the Marshalls and Gilberts. Our pilot strength, including the marine flyers, has increased tenfold and I am sure I am safe in saying that the training system in effect has produced airmen second to none in any service in the world. The pilot-training program is of such interest and importance that I will deal with it later in detail. In the field of aircraft production the output capacity now, for the first time in the expansion period, exceeds requirements. It is possible, therefore, for the Bureau of Aeronautics to place even greater emphasis upon the quality of the planes and equipment procured and to introduce a larger number

of experimental prototypes to insure that the relatively superior position we now hold with respect to the enemy in the power, performance, endurance, and resistance of our naval airplanes will remain unchanged throughout the duration of this war.

A review of the current naval aviation situation cannot help but give us a feeling of satisfaction and optimism about the future trend of events in the Pacific, but, coupled with this optimism, we must be patient and not think for one moment that victory is just around the corner. We all know of the fighting qualities of the Japanese and of their fanatical devotion to cause and country. We must expect reverses and serious losses before the road to Tokyo is traversed and victory is won. While it will be the objective to explore every practicable and reasonable method of foreshortening the duration of the war, this must not be done at the expense of extravagant personnel losses. The offensive will be maintained, we can be assured of that, but there will be no rash uncalculated adventures with attendant unnecessary wastage of men and materials.

The successes which our naval forces in the Pacific have recently enjoyed and in which naval aviation has taken such a prominent part have been due primarily to the overwhelming concentrations of power at the right place at the right time.

The availability of large numbers of our aircraft carriers and planes in the theater of war of the Navy's primary interest are the factors that operate to increase the attrition imposed upon the enemy while at the same time reducing the attrition suffered by ourselves. Such concentrations are hard on enemy morale while elevating to our own. They provide a factor of safety against losses and, in spite of such losses, permit the continued prosecution of a plan of attack which otherwise would have to be abandoned. I will now take up the pilot-training program.

The training of naval aviators in peacetime was a small-scale, single-station operation. Except for elimination training conducted at the Naval Reserve aviation bases, all stages of pilot training were given at a single naval air station—Pensacola.

The war forced the transformation of pilot training into a Nation-wide, large-scale operation. In terms of pilots and planes, the training establishments are now larger than the entire air force of the Navy and the Marine Corps at the time of Pearl Harbor. Training establishments now have more than twice as many planes and about 25 percent more naval aviators acting as instructors than the total number of planes and naval aviators in the service at the time of the declaration of war. Training is conducted at air stations located literally from the Atlantic to the Pacific and from the Canadian border to the Gulf.

Without quoting exact information as to the numbers trained, this much can be said: Pilot production quadrupled in 1941 and 1940, quadrupled again in 1942, and doubled in 1943 over the level

reached the preceding year. Output in 1944 is expected to approximate the level reached last year.

While fully recognizing the necessity of meeting production goals in terms of numbers, naval aviation never has departed from its fundamental objective—namely, to turn out qualified pilots as close to battle readiness as the needs of the service permit. This process of fitting a pilot for combat is long and arduous and has many angles. It is to achieve this objective that the final stage of pilot training includes the flying of modern combat aircraft in combat tactics and maneuvers.

The training of a naval aviator involves much more actual flight time in a plane, however. In peacetime, aviation cadets were required to be college graduates before they entered flight training. These requirements have been reduced until at present high-school graduates are being accepted. In order to raise the general educational level of flight students, thus better to equip them for the problems they will encounter in service, aviation cadets from civilian sources are now being processed through the Navy college-training program, in which they receive 8 months of college work. Even in the actual flight-training stages, a substantial part of the cadets' time and energy is occupied with ground-school subjects such as navigation, aerology, communications, aircraft engines, theory of flight, and so forth. Naval aviators completing their training today receive more hours of instruction in a better integrated ground-school program than did the naval aviators trained in peacetime.

Another aspect of the training of a naval aviator is that of military indoctrination and physical training. Since the majority of the pilots receive commissions as officers, it is necessary that they be given thorough grounding in military matters as a part of their training program. It is not sufficient that a man be able only to pilot a plane; in addition, he must be trained to assume the responsibilities of an officer in a military organization. A well-developed program of physical training, which includes substantial emphasis upon survival tactics, is also a part of the training process.

Pilot training activities are planned in conjunction with other phases of naval aviation—such as the completion dates of carriers, the formation dates for squadrons, and the production of aircraft. Requirements for pilots are reviewed continuously and are revised to reflect accruing battle experience.

Progress and improvement in training can never stop. Planes are becoming faster and heavier; instruments are becoming more complex; combat maneuvers must be drilled in until responses become automatic. Now that the pressure of ever-expanding requirements has been alleviated to some extent—the objective will be further to improve the quality of training as soon as student load conditions permit. By the end of the year it is hoped that the flight hours in the combat planes may be increased by at least 50 percent, and doubled if possible. New types of training are being developed

to meet the needs of the war. As they become available, aviators with actual combat experience are being ploughed back into the training establishments in order that they may teach to the pilots of tomorrow the battle lessons of today and yesterday.

This fact must be emphasized—training cannot become static so long as the war is in progress. Some facilities now used for training will be diverted to other uses as student loads permit. Six primary stations already have been released from primary training and two more are slated to be converted to other uses within the next few months. However, other stations may require modification or improvement in order to fit them into the training program.

BUREAU OF ORDNANCE

The Bureau of Ordnance, headed by Rear Admiral Hussey and formerly by his illustrious predecessor, Rear Admiral Blandy, is responsible for converting the ships and planes of the fleet from mere vehicles to fighting instruments of war. This Bureau is charged with the responsibility for the research, design, procurement, manufacture, issue, and maintenance of the Navy's offensive weapons and defensive armament. It is fulfilling this obligation with such success that today our naval ordnance can accurately be described as superior to that of any other navy. This Bureau has, with certain exceptions, established the requisite research, production, and maintenance facilities with which to discharge its duties.

Current production rates on most ordnance programs are sufficient to meet the requirements of new combatant ship construction, improving and modernizing existing vessels, repairing battle damage, arming our merchant craft, and supplying defense aid needs for ordnance. Production rates for certain other important requirements are not adequate at this time. These requirements stem from increased demands from the fleet for certain types of anti-aircraft ordnance, for bombardment ammunition, and for equipment peculiar to amphibious operations. In addition, there are a number of new programs undergoing development, the results of which will be intensively applied in the future. An example of this is the tremendous rocket program and its numerous ramifications.

Perhaps the outstanding accomplishment in naval ordnance in this war to date has been the tremendously improved ability of our ships to repel air attacks. At the start of the war, many prophets predicted the early demise of naval surface ships. They had an abundance of good arguments, but, far from having succumbed, naval ships have not only survived and greatly multiplied in number but several new types have been created. Particularly in the case of capital ships, our ships have clearly demonstrated that they contain within themselves the resources to beat off sustained enemy air attacks. Not one capital ship—cruiser, carrier, or battleship—has been sunk by enemy airplanes in the past 14 months.

The guns which constitute the anti-aircraft protection range in caliber from five inch down to one-half inch. Various combinations of these batteries have been installed on all ships. Typical of the improvement in anti-aircraft defense is that of some of our battleships whose anti-aircraft fire power has been increased as much as 1,000 percent since the time of Pearl Harbor.

The Japs have learned sound lessons about these guns and, as a consequence, have been less inclined to press home their air attacks, thereby decreasing the effectiveness of their efforts. Further, the Japs have learned that day attacks are becoming increasingly costly, and they are putting more efforts on night tactics. These developments have affected our ordnance program. If the enemy will not come in close, we are going to reach out for him. Hence the preference by the fleet for greater numbers of the larger-caliber, longer-range automatic weapons. Another reason for an ever-increasing demand for the weapons is their great value in amphibious operations. The Bureau now considers the heavy automatic weapon programs to be among its most important projects. Monthly production rate of these weapons will be more than doubled during the coming year. Proportionate increases will be necessary in both the directors to control their gunfire and in the ammunition. These programs will require readjustment and some increases in facilities.

The changes in tactics in the Pacific in the past year from the defensive to offensive has increased the demand for bombardment ammunition, which is designed for maximum bursting and smash effect for shore bombardment.

At Tarawa the Navy learned that what had theretofore been regarded as a very extensive softening-up by gunfire and bombs was not sufficient to prevent a heavy sacrifice of life among the landing forces. How well this lesson was learned was evidence by the assault on Kwajalein only a few months later, when the expenditure of ammunition was greatly increased in proportion to what it was at Tarawa, and the loss of life was very much lower.

Tremendous quantities of this type of ammunition will be needed for future operations of this nature, and present facilities are being expanded to meet these needs.

I mentioned earlier that the rocket program is under rapid and extensive development. Naval rockets have not enjoyed the same publicity given to the use of German and so-called London-bound rockets, but the Bureau of Ordnance for some time has been supplying them to the fleet in steadily increasing quantities. They have been used with good results on landing craft, and with respect to this use particularly a large procurement program is under way. The entire rocket field will doubtless undergo great expansion which will involve new and necessary production facilities. Currently, the equipment for the production of propelling charges is critical.

As a corollary of the increased emphasis on offensive weapons and craft of

all types for shore assaults, the Bureau is intensifying procurement of a number of miscellaneous ordnance items, such as demolition equipment, smoke devices, and the like.

The production accomplishments of the Bureau are strikingly indicated by comparing the total weight of groups of projectiles and of guns, as represented by the weight of the finished barrel, produced in our first month of war with a month 2 years later. In December 1941 the Bureau produced 1,400 tons of 6- to 16-inch projectiles, and 2 years later, in 1 month, production for this same group was over 5,000 tons; for 3-, 4-, and 5-inch projectiles, 2,500 tons compared to 9,000; and for the smaller projectiles, 20-millimeter, 1.1-inch, and 40-millimeter, the increase was greatest, from 1,200 tons to over 8,000 tons. The production in the larger-caliber guns above 6-inch was 125 tons for the average month in 1941, whereas in the average month for 1943 it was 300 tons; for the intermediate double-purpose 3-, 4-, and 5-inch guns, production increased from slightly under 100 tons to over 800 tons; and in the antiaircraft machine-gun group the increase was most spectacular, production climbing steadily from a total of only 10 tons in December 1941 to close to 200 tons in December 1943.

Similar increases could be enumerated for all types of ordnance, but times does not permit. However, it is perhaps worth noting that the production of torpedoes and fire-control directors; two fields of ordnance who do not lend themselves to mass production but which require great skill, maximum precision, and assembling by hand; showed the following remarkable increases in production: Torpedo production was 900 percent greater in December 1943 than in December 1941 and the gun directors increase between the same 2 months was 3,000 percent. Lead computing sights for directing the fire of the 20-millimeter gun against the dive and torpedo planes were not in production in December 1941, however, production in 1944 will exceed the year 1942 by 2,700 percent.

The Bureau has continued to provide all the essential ordnance equipment such as guns, bomb racks, and bomb sights, as well as the requisite gun ammunition, bombs, and torpedoes for all naval planes put into service during 1943. The number of aircraft equipped with ordnance during the year approximated 20,000, and the number will be substantially increased during this year.

Submarine warfare, to mix a metaphor, is a shoe on the other foot for the Axis Powers. The Navy does not claim to have entirely licked the submarine but justly points out the success of our anti-submarine efforts. The Bureau of Ordnance shares in this success and has developed and supplied the necessary weapons. The procurement program is not a static one, however, and requirements in certain equipment have been reduced, but this decrease has been offset by newer devices already in production or undergoing development.

Our submarine offensive in the Pacific has been most fruitful. Jap merchant-

men losses at the beginning of this year exceeded 3,000,000 gross tons, of which our submarines, chiefly by means of torpedoes, have sunk between 2,000,000 and 2,500,000 tons. The monthly production of submarine, aircraft, and surface-craft torpedoes steadily increased during 1943 to the point where our monthly production exceeds the total produced in World War No. 1.

The Bureau maintenance problem is increasing as the result of the growth in size and increased operation of the fleet. The extension of our gains, particularly in the Pacific, imposes added logistic requirements, and battle-damage work has increased. This has not particularly affected production programs since spare equipment and parts have been provided for in the course of normal production. However, it has imposed the need for large increases in the ordnance staffs at various stations and for the establishment of additional foreign base facilities for the overhaul and maintenance of ordnance equipment. The increase in this type of work load is indicated by the fact that there were three times as many ships in yards at the close of the year as there were in a comparable period 6 months previous. Indications are that this work will continue to increase.

BUREAU OF YARDS AND DOCKS

In the field of public works our Navy has done more than expand from a one-ocean to a seven-ocean fleet. Since the beginning of the emergency nearly 4 years ago, the Navy's shore establishments—shipbuilding and repair facilities, air stations, hospitals, ordnance and storage facilities, and all the other less spectacular components of our Navy ashore—have increased nearly twelve-fold.

On July 1, 1940, after the fall of France had awakened us to the full extent of our danger, the Navy's shore establishment was valued at approximately \$600,000,000. Since that time the Bureau of Yards and Docks and the officers of the Civil Engineer Corps, lead by Vice Admiral Ben Moreell, have directed and supervised construction of installations in this country costing nearly \$5,200,000,000, while overseas we have built advanced bases at a cost of more than \$1,775,000,000. In short, the emergency expansion of the Navy's shore facilities represents an investment of nearly seven billions.

Second only to the construction of advanced bases has been development of facilities for naval aviation. More than \$1,600,000,000 has gone into construction of over 30 new major naval air stations and 20 important auxiliary stations, as well as the expansion of existing stations. An outstanding example is the world's largest aviation training center at Corpus Christi, Tex. This \$90,000,000 plant, comprising the main station, 6 auxiliary stations, and 45 outlying fields, covers a 40-square-mile area. Its facilities include housing for 3,000 officers, 6,500 aviation cadets, and 20,000 enlisted personnel.

Shipbuilding and ship repair have been a close second to aviation. Needs

of the expanded Navy and merchant marine have necessitated installations costing approximately \$1,340,000,000. These facilities include our massive graving drydocks, the floating drydock program, and all the shops and utilities necessary in the building and repair of ships.

The graving dock program has produced 34 separate docks, including 13 for battleships and 8 for cruisers. All of our graving docks are now useably complete except 3 small docks recently begun at Hunter's Point, Calif. Incidentally, when that base is completed, it will boast 6 drydocks, 2 capital-ship piers, and 3 submarine piers, in addition to a long quay wall, many new shops, and housing facilities. Facilities already constructed there have cost approximately \$53,000,000.

Even more extensive has been the expansion of the New York Navy Yard. Involving expenditures of well over \$100,000,000, this undertaking necessitated construction of two 1,100-foot shipbuilding docks and 2 major shipbuilding piers. It also included many accessory buildings and facilities, including a 16-story warehouse, 2 large subassembly and welding shops, a new foundry, and a modern material-testing laboratory. To construct these facilities required less than one-third the time required in peace days.

Simultaneously, on the west coast, the Bureau was building some \$34,000,000 worth of facilities at the Roosevelt fleet base on Terminal Island, San Pedro, Long Beach, Calif., consisting of fleet installations costing \$20,600,000, personnel housing valued at \$9,000,000, and a \$4,000,000 air station.

Special emphasis has been placed on floating drydocks which can support the fleet at advanced bases. These include docks capable of servicing the heaviest carriers and battleships. Already 150 floating docks of all types have been built with a total lifting capacity of 1,200,000 tons.

To provide the fleet with fuel and supplies, nearly a half billion dollars has been expended for storage warehouses and fuel reservoirs. Fortunately, the development of new construction methods has enabled the Bureau to keep pace with the demand. It is now possible to build storage tanks in the interiors of mountains or deep underground in the time formerly required for surface installations. Furthermore, a new technique permits the substitution of concrete for steel in their construction.

For supplying the guns of the fleet, another half billion dollars has gone into the construction of ordnance plants, such as the huge projects at Crane, Ind.; Hastings, Neb.; and McAlester, Okla. The smallest of these covers 71 square miles. Together they contain 40 loading plants and more than 4,000 magazines. Their combined cost was approximately \$164,000,000.

Another tremendous undertaking has been the half billion dollar training camp program which has brought forth such establishments as the stations at Bainbridge, Md.; Sampson, N. Y.; and Farragut, Idaho. Costing approximately \$55,-

000,000 each, they have combined facilities for 130,000 men. A part of this program is housing facilities for the marines which, with other shore installations constructed for them, represent expenditures of approximately \$170,000,000.

Training camps are only a part of the construction for naval personnel. For example, since the emergency more than \$185,000,000 has been expended to insure adequate hospitalization. It has built 25 new hospitals throughout the country as well as providing extensions to 11 other naval hospitals previously built and extensive remodeling of 7 others.

An outstanding example of this work is the Navy Medical Center at Bethesda, Md. Rising to a height only 40 feet below that of the Washington Monument, this hospital will soon have a capacity of 1,500 beds when new temporary wards are completed. The main permanent structure and school facilities at the center represent a \$6,200,000 investment.

Probably the most dramatic example of emergency construction was that undertaken at Pearl Harbor. Two huge graving docks were started on January 23, 1940, and the first was scheduled for completion in mid-September 1942. However, the imminence of war prompted the Bureau to order a speed-up in the contract. How important this foresight proved to be was evidenced by the fact that this dock was completed nearly 11 months ahead of schedule and was able to go into use 3 days after the Jap sneak attack. The other dock was finished shortly thereafter, and a third dock, begun in February 1942 was finished last October. The value of these docks to our war effort is immeasurably more than the \$23,000,000 which they cost.

In carrying out the Bureau's over-all construction program, the Civil Engineer Corps officers have developed unique plans, materials, and equipment.

An outstanding contribution in this field has been the Navy's new pontoon gear which has played an important part in recent amphibious operations. Causeways made by putting strings of these pontoons together greatly speeded the unloading of guns and equipment at Sicily, Italy, and in the Marshall Islands. The equipment unloaded included other Bureau developed innovations such as portable huts, magazines, and laundry, decontamination, and galley equipment.

The tremendous quantities of materials used in the entire construction program prompted the establishment within the Bureau of a conservation division. Its purpose has been to examine carefully all activities to make certain none of doubtful value or scope are undertaken and to promote salvage of all excess or scrap materials, both at home and abroad. The division also has sought design changes which would save critical materials. Last year, the division achieved savings totaling well over \$200,000,000.

The newest branch of the Navy is the construction battalions, popularly known as the Seabees, whose job it is to carry out the construction of Naval Shore Es-

tablishments in the combat zones. Enlisted from the ranks of skilled civilian construction workers, they have been whipped into a military organization and given sufficient training to defend what they build. Already they have constructed scores of air fields, fuel-supply and ship-repair bases throughout the Pacific as well as key bases in the Atlantic and in defense of the Panama Canal.

The past year has brought a new and additional function of the Seabees. It is to break the bottleneck in unloading and loading merchant ships carrying supplies to the fighting front. Seabee special battalions have been organized around a nucleus of men with civilian stevedoring experience. Special training facilities for stevedores and longshoremen have been set up, with the result that today approximately 25 of these special battalions are now in the combat zones speeding the flow of supplies.

The work of the construction battalions is just beginning, for advanced bases are essential to pressing home the attack on our enemies. As a result, the emphasis of the Navy's entire construction program is shifting from continental to overseas construction. This change of emphasis will be further heightened by the fact that more than twice as many Seabee battalions are at work overseas now than at this time last year, with their work speeded up by cumulative experience and improved techniques and equipment.

The Congress and the country can be proud of the outstanding achievements of Vice Admiral Moreell and his Bureau. We are indeed fortunate to have this very able and highly efficient officer as the head of our Navy's Bureau of Yards and Docks, and too much praise cannot be given to him for his splendid accomplishments.

BUREAU OF MEDICINE AND SURGERY

The Bureau of Medicine and Surgery, which has at its head Vice Admiral Ross T. McIntire, provides for the medical and dental care of the Navy, and at the outbreak of war in Europe it was operating 18 hospitals, 2 hospital ships, and a number of dispensaries. There were 841 medical officers, 255 dentists, 438 nurses, 132 warrant officers, and 4,348 corpsmen. This Bureau was quick to realize the imminence of war and to plan accordingly, and its facilities have kept pace with the rapid expansion of the Navy. It now operates 34 hospitals and 6 convalescent hospitals in the continental United States and 3 hospitals outside the United States. The bed capacity of its hospitals has increased from 6,147 in 1940 to approximately 60,000 at the end of 1944.

This Bureau has carried on a program of recruiting through the Reserve Corps, and now has the required number of trained medical men to man these hospitals and hospital ships. It has endeavored to furnish 1 dentist for every 500 enlisted men and to see that all enlisted personnel were made dentally fit before going to sea. This was an ambitious undertaking and is very near to accomplishment. Nurses have been

recruited in required numbers, and to date all requirements have been met.

The Bureau has provided an extensive training program for hospital corpsmen and now has 100,000 of such personnel.

In addition to its program for caring for the current needs of the Navy in the medical field, this Bureau has conducted an extensive research activity and has carried out special work in the field of preventive medicine. It has also developed the science of aviation medicine, and at the present time has over 1,200 officers assigned to that field.

The outstanding accomplishment of the Bureau of Medicine and Surgery has been the marked reduction in the death rate among wounded men. During World War No. 1 this death rate was approximately 8 percent. In the present war the rate has been reduced to 3 percent for the Army and the Navy together, and the Navy's death rate is even lower than that.

The field treatment of the wounded places emphasis on the prompt attention to his needs by a hospital corpsman and by a medical officer at the earliest opportunity. The man is given first aid where he falls, and if he is suffering from shock he is given an immediate injection of blood plasma, and morphine is administered. After this field treatment, every effort is made to get the patient to a hospital equipped to give him the best modern medical treatment. Where adequate ground hospital facilities are not available, men are moved by hospital ships and such ships are complete in every detail and afford facilities for treatment of all classes of cases comparable to those to be found in any modern continental hospital.

The administration of blood plasma, which is donated by the citizens of the country, has been one of the biggest factors in the reduction of death from wounds. The plasma makes it safe to move the patient and reduces the shock which in the past has caused the death of so many wounded.

In its hospitalization, the Bureau of Medicine and Surgery endeavors to return to duty as many men as possible, and the expectation is that 60 percent of all the wounded will return to full-time duty. Those who are not physically able to return to full-time duty will be retained in service for limited duties wherever feasible, as it is considered that this contributes to their morale and saves to the Navy the valuable, practicable experience of these men. The Navy is also carrying out a program to fit disabled men for jobs in industry. In two hospitals experiments are under way to provide for the instruction of the men before their discharge, to aid them in their rehabilitation when they can no longer perform duty in the Navy.

The Navy is most fortunate in having such a capable medical officer as Vice Admiral McIntire in charge of the Bureau responsible for the health of its personnel.

BUREAU OF SUPPLIES AND ACCOUNTS

Indispensably linked with our naval operations in the prosecution of the war are the functions of the Bureau of Supplies and Accounts.

This Bureau is charged with and responsible for the procurement, purchase, receipt, custody, warehousing, issue, and shipment of all supplies, fuel, and other materials for the Navy, except supplies for the Marine Corps, the procurement of certain technical items, and the storage and issue of medical stores, ammunition, and explosives. It also keeps the money and property accounts of the Naval Establishment.

The type and volume of procurements by this Bureau, storage requirements, the strategic location of stores, the warehousing, transportation, and issue of materials are determined and dictated by fleet operating plans, which are subject to constant and continuous change to meet the exigencies of war. The Bureau of Supplies and Accounts, like the entire Shore Establishment of the Navy, exists solely for the support of our fighting forces afloat.

This Bureau feeds, clothes, and pays the Navy. In those functions it is a powerful and one of the most important factors in building and maintaining morale. Its role in developing the material readiness of the fighting forces is, of course, a vital factor in naval operations.

The Bureau of Supplies and Accounts procures all subsistence items—all the food required by the Navy. It buys all the clothing and textiles—all the fuel for naval vessels, the coal, fuel oil, Diesel oil, gasoline, greases, all petroleum products, including aviation gasoline.

It also is responsible for the procurement, storage, shipment, and issue of all the many thousands of items of general stores, including aeronautical spares and parts, and it buys any and all technical items used by the technical bureaus of the Navy Department when requested by those bureaus to make such procurements.

The Purchase Division of the Bureau, through the services of commissioned personnel taken directly from the top executive ranks of American business and industry, has been able to expedite the Navy's procurement program to meet the demands of our rapidly expanding forces.

Under the authority of the First War Powers Act, naval procurements have been speeded up to the point that when an urgent requirement is received by the Bureau of Supplies and Accounts in the morning a contract for that material is issued on that same day.

Procurement speed, formerly computed in terms of weeks and months, now may be measured by hours and days. The over-all average time required to complete a contract after the requisition is received in the Bureau is only 10 days.

To further expedite procurement, there has been a decentralization of purchasing authority to meet local and emergency needs. Throughout the continental United States there are 16 field purchasing activities under the jurisdiction of the Bureau of Supplies and Accounts. These major purchasing activities may make direct purchase from suppliers for perishable provisions, supplies, and materials needed in an emergency, and materials or services required

for immediate use on approved projects or job orders.

In the procurement of food for the Navy, the methods that were efficient in peacetime proved to be inadequate in war when the demand on the national food supply has been so monumentally increased. Three time-saving and money-saving innovations have been adopted which fit the Navy's demand for food into the system of rationing that extends to the civilian population. They are coordination of purchases with the Army and the War Food Administration, decrease in the number of subsistence items purchased by local Navy activities, and the development of long-range advance estimates of requirements.

Our sailors are well fed, but they waste no food. The food-conservation program throughout the Naval Establishment has been found by inspections and observation by competent authorities to be effective in preventing waste.

The Bureau of Supplies and Accounts has been able to meet the demands for uniforms and special clothing of our swiftly expanding Navy. Navy personnel are well outfitted, not only with items of the Navy uniform but with special and protective clothing. Special clothing has been developed by the Bureau of Supplies and Accounts to give our sailors the maximum bodily protection under all climatic and operating conditions. That is a major factor in maintaining health and fighting efficiency of our naval personnel.

The progress of the Navy's procurement program has developed, inevitably, a storage problem of large and difficult dimensions.

There has been great emphasis in recent weeks on the need for planning proper disposition of possible post-war surpluses. With that, we all agree. But we must not lose sight of the fact that we still are engaged in a great war—the successful prosecution of which requires supplies and equipment in quantities far beyond those that could have been foreseen in early planning of warehouse and storage facilities.

Our Navy is still expanding. Under present plans, its maximum strength will not be reached until sometime in 1945. It is estimated that during the calendar year of 1944 an average of about 12 ships will be commissioned each day, and that does not include small miscellaneous craft.

All these ships must, of course, be supplied. Reserves of stores are being built up to meet continuing increases in requirements.

Adequate storage facilities for the Navy, strategically located, are indispensable in supporting naval operations. Storage is an essential part of the distribution system. In most cases, the Navy's need for storage is at specific locations, for the supplies required to stock or replenish stores of vessels and meet loading schedules must be where they are needed when they are needed.

The orderly and uninterrupted flow of supplies for the support of our naval forces demands a prompt and satisfac-

tory solution of the critical storage problem.

Although there has been great expansion in the Navy's storage facilities, through new construction and the purchase or leasing of available commercial storage space both at coastal supply points and inland, this expansion has not kept pace with necessary procurements of materials. Up to the present time most of the materials procured have gone directly into use, but as production catches up with immediate requirements so that essential stocks may be maintained the need for storage space multiplies.

The Bureau of Supplies and Accounts, which is responsible for the warehousing and storage of all Navy materials, with certain stipulated exceptions, will have in use by June 30, 1944, approximately 57,000,000 gross square feet of covered storage, including space that has been leased or rented. This represents an increase of about 100 percent since January 1, 1942, which is far less than the increase in procurement and the expansion of the Navy as a whole.

It is estimated that in order to store materials on hand, already scheduled, or definitely anticipated, it will be necessary during the next fiscal year to provide approximately 15,000,000 square feet of additional covered storage space, beyond what may be leased or rented or acquired from other Government agencies.

Every possible effort has been made by the Navy to utilize all available commercial storage space that can be leased and every square foot of space that other Government agencies can release. Open storage has been utilized and will continue to be utilized in every instance where the materials will not seriously deteriorate under such exposure.

Authorization of the 15,000,000 square feet of additional coverage storage space required by the Bureau of Supplies and Accounts—which includes the over-all requirements of the Navy for the storage of all programs of expanding material needs—offers the only solution of a critical problem in the support of our battle fleets which is definitely linked with maintaining the highest possible fighting efficiency to hasten the day of victory.

While the material readiness with which the Bureau of Supplies and Accounts is closely concerned is of foremost importance in war, this Bureau renders many other services to the Navy which figure importantly in the fighting and winning of this war.

New methods in materials handling promulgated by the Bureau, improved packaging, and compacting of shipments have effected tremendous savings in money and man-hours and give maximum assurance of the arrival of supplies at the ultimate destinations in condition for immediate use.

A streamlined system of aviation supply, developed by the Bureau of Supplies and Accounts in close cooperation with the Bureau of Aeronautics, has materially strengthened the Navy's air arm. The assembly by the Bureau of all supplies required for movement to advanced

bases, the development of a coordinated system of inland storage depots, and the operation of material-recovery units overseas which have salvaged large quantities of equipment and supplies are among the outstanding accomplishments of this service bureau.

In the accounting and disbursing functions of the Bureau of Supplies and Accounts procedures have been simplified to increase efficiency and economy of operations.

The new Navy pay-roll system that has been developed by the Bureau and now is being installed throughout the Naval Establishment is the latest major example of the constant effort of the Bureau to improve the services it renders to the Navy. Under this ingenious simplified pay plan, every Navy man is assured of getting all the pay due him when it is due him, regardless of where and how he may be serving. It is solving the problem of paying personnel punctually during the swiftly moving and far-reaching operations of global war.

By its continuous study to achieve maximum results with the minimum of time and effort in all its activities, the Bureau of Supplies and Accounts has saved our people many millions of dollars in the cost of this war, while effectively expediting its prosecution. The success achieved by this Bureau is in a large measure attributable to the zeal and ability of its head, the Paymaster General of the Navy, Rear Admiral W. B. Young.

UNITED STATES MARINE CORPS

Although the Marine Corps is numerically small as compared with the Army and Navy, it has played an extremely vital part in the gaining of the victories of this war. Since Guadalcanal the Marine Corps has carried the battle sharply forward to the enemy in the Pacific, and its prodigious record of successes has won the proud, enthusiastic, and unceasing acclaim of the people of our Nation.

The Marine Corps has been able to do this by assuring the utmost use of every man and every single piece of equipment made available to it. Every man is trained and double-trained until he becomes a specialist in his own right, and until he has acquired that unwavering confidence in himself, his weapons, and his leaders and comrades which collectively is known as esprit de corps—a superb fighting quality for which our marines are traditionally famous.

The expansion of the Corps since December 7, 1941, has been abrupt and steep. The complexities of the Corps' duties have multiplied many times in the course of this war. The strain placed upon its training facilities consequently has been very severe. We might reasonably have expected the leaders of the Corps to compromise their insistence on highly individualized training and to have fallen back upon mass production methods.

But they have by no means done so. On the contrary, they have intensified their individualized training programs to a point never before believed possible. From their recruit depots to their most advanced schools, they have broadened

and reinforced their facilities to cover every kind of activity that lies in their field. It has been their determined purpose to give every man the best possible preparation for action, wherever his post may be—on land, at sea, or in the air.

This policy has paid exceptional dividends to the Nation, for the reason that the Marine Corps' specialty has always been amphibious warfare. In this war, the world has become our battlefield, and its waterways our highways of attack. From the outset we have faced something new, something vastly different; we have faced the severe problems of modern amphibious fighting. In our abilities to solve those problems has lain our ability to conduct successful offensives in every theater of action.

For 20 years before this war began, the marines, with such men as General Vandegrift and General Holcomb taking the lead, devoted untiring effort to the study and development of amphibious techniques. So it was that when the Japanese hurled their forces against us, and our immediate need for amphibious skill became desperately apparent, the marines were ready.

Who will ever forget the men of Wake Island? Their story is an inspiration that will never fade from the memory of our people. To marines, it is an ideal that has guided and will guide them along the paths of heroism throughout this war.

Marines on the ground repulsed the first enemy attempt to take Midway Island on December 7, 1941, and marines in the air helped to blast and turn back Japan's greatest invasion fleet in the second Battle of Midway 5 months later.

Marines fought at Bataan, and when they were pushed back to Corregidor they manned the beach emplacements there, firing the last American shot of that tragic defense.

Appropriately, the marines were charged with undertaking this country's first land offensive of the war at Guadalcanal. Many of our people, I believe, have never fully realized what an extremely critical experience that first landing operation against the enemy was for us. Guadalcanal was to tell us whether our amphibious principles were sound, or whether we were not yet ready for the test. If our amphibious principles had proven unsound and unsuccessful against the Japanese, our situation would then have been—and would now be—extremely grave.

I, for one, do not like to contemplate what the consequences might have been if we had not been ready. But, as events proved—and as General Vandegrift and his valiant marines proved—we were. By seizing Guadalcanal, we thrust our foot into a steel door which the enemy was striving to slam shut. From that foothold we were able to pry open the door—the door of the Solomons—through which we have now advanced to the inner sanctums of Japanese defense.

Throughout that hard, bitter, perilous push up through the malarial jungles of the Solomons, and the blood-stained coral of the Gilberts and the Marshalls, the marines led the way ashore, drove

the fanatic enemy back from the beaches, and ran up the Stars and Stripes.

The world has stood amazed at the sledge-hammer progress made by our magnificent Navy in its drive across the sea lanes toward Japan. Milestones along that way have been the searing, decisive marine victories at New Georgia, Choiseul, Bougainville, Cape Gloucester, Tarawa, Kwajalein atoll, Eniwetok, and Telesca. The Japanese admiral in command at Tarawa told his men that a million of the world's best troops could not overwhelm them. Six thousand marines did it.

At the same time, marines have stood guard over many of our vital defensive posts and bases in the Pacific, trained and equipped to repel any amphibious attempt the enemy may himself make to recoup some part of the losses that have begun to tell so heavily against him.

And where our enemies do not encounter marines directly, they still may feel the influence of the corps. Besides training its own men, the Marine Corps, during the past 2 years, has imparted the benefits of its long experience in amphibious operations to other branches of the service by helping to prepare American forces for the sea-borne landings that have been made so successfully in all theaters of the war.

Marine Corps aviation has taken its proud place with Navy and Army aviation in the establishing of our brilliantly won, and brilliantly maintained, aerial superiority in the Pacific. Marine fighter pilots have taken a heavy toll of Japanese planes of all types. From the standpoint of the number of enemy planes shot down, 7 of the 10 leading American fighter aces of this war to date are marines. Dive bombers and torpedo planes manned by marines have helped to wreak havoc upon Japanese shipping. It was marine airmen, in two scout bombers, who pioneered a long and hazardous flight through enemy skies to photograph the defenses at Truk—a job which had to be done before our Navy's first big carrier attack on that enemy mid-Pacific bastion could be made.

The quickening tempo of the offensive in the Pacific has been highly gratifying to all of us, but we have no glittering illusions. We know very well that the hardest part of the journey lies yet ahead. We know that the greatest, most difficult amphibious operations are yet to come. Our marines—our specialists in ship-to-shore fighting who have carried out to the letter every task assigned them since Guadalcanal, without faltering, without once stopping short of their full objective—those marines are ready and anxious to carry on their complete share of the burden.

As one marine recently put it: "We intend to do every job allotted to us on schedule, and in full measure. Some may call that optimism; we call it confidence." That resolute marine was the veteran, battle-wise commander of the corps—Gen. Alexander Vandegrift.

Such time-proven confidence merits our most loyal, our most thoroughgoing support. The fighting men of

the Marine Corps, given that support, will be able to apply their special training and special talents to the coming battles of the Pacific with ever-expanding success, and will sweep on to win the greatest victories of their corps' 168 years of glorious service to the Nation.

In conclusion, as the Navy stands today midway in its extraordinary expansion, it can be proud of the record it has made; and I have the utmost faith that we can look forward to the future with complete confidence.

The CHAIRMAN. The time of the gentleman from Georgia [Mr. VINSON] has expired.

Mr. PLUMLEY. Mr. Chairman, I yield to the gentleman from Missouri [Mr. PLOESER], such time as he may require.

OUR NAVY IN WAR AND IN PEACE

Mr. PLOESER. Mr. Chairman, your Appropriations Committee proposes that this House authorize an appropriation of more than twenty-seven and one-half billion dollars—and more than five billion dollars in additional contract authority—for the United States Navy in the fiscal year of 1945. Many good Members of this House will wonder if such a huge sum is necessary, but all will vote the sum, enormous as it is. The vote of this House will be a vote not to expend money alone but a vote of confidence in our great Navy, its leadership, and its millions of fighting men of the sea.

Never, in all history, have the seven seas floated a navy of any nation, or combination of enemy nations, which even approximated the size or strength of our Navy of today.

With this present-day enormity of fighting sea power it must be emphasized that we have not yet built the ultimate strength planned for the finish of our global war. By the end of the fiscal year 1945, which is to say by the middle of our calendar year 1945, the building of size and power will have been completed. This Navy then will be several times the estimated size and power of our strongest naval adversary, Japan. America will be the strongest naval arm in the world for years to come in all the waters of the world—under the sea, on the surface of the sea, and in the air above the sea—submarines, ships, and aircraft, and, above all, manpower, the toughest, the finest, and the greatest in number.

This is not the two-ocean Navy once decried. This is a world Navy. It is a Navy built to crush all adversaries in war. Such a potent military force of destruction can as well be turned to use as a protective sword in peace. Destruction of our enemies in war should have for its ultimate result and goal but one purpose—that purpose is a firm foundation for peace. This very same Navy built for victory in war may soon become America's greatest instrument for the maintenance of our peace.

I do not predict that we will, nor recommend that the United States should, maintain such great naval strength in the days after the war. I do recommend that we should by all means maintain the greatest of post-war naval forces. I hope

that America will keep afloat, within her fiscal means, a Navy so strong that our enemies of today will forever seek our friendship in the future—a Navy so strong that our allies of today will forever look away from any temptation to become our enemies of tomorrow. Such a Navy, operated in the spirit of peace and in the cause of justice, may command the respect of all nations for the American desire for peace and fair dealing, nonaggression, and the autonomy of nations, large and small, throughout the world.

Such a mighty ring of defense can for generations to come guarantee the sovereignty, the independence, and the peace of America.

Mr. Chairman, it has been a source of great satisfaction to me to serve with the other six Members of this House charged with the responsibilities of the Navy Subcommittee on Appropriations as well as the very able committee clerk. These men are genuine and trustworthy. The sincere manner in which they have accepted me as one of their number has given me the concern of a deeper obligation of public service.

Mrs. ROGERS of Massachusetts. Mr. Chairman, will the gentleman yield?

Mr. PLOESER. I yield.

Mrs. ROGERS of Massachusetts. I, for one, am very grateful because of the gentleman's fine presentation of the need for a large adequate Navy after the war. I was in Boston recently and there was brought to my attention the fact that a number of years ago the Navy Department was going to recommend the closing of the navy yards at Charleston and at other points over the country. I was one of those who did battle to keep that navy yard. It was kept. I think the point the gentleman is stressing here is very timely.

Mr. PLOESER. I commend the gentleman from Massachusetts on her stand for the strong defense of this country through the Navy. It is regrettable in my opinion that we ever listened, wisely or unwisely, at the time to the demobilization of the Navy after the last war, or to those who decried a two-ocean Navy as "plain dumb" just prior to this war.

Mrs. ROGERS of Massachusetts. It was a great tragedy.

The CHAIRMAN. The gentleman from Missouri has consumed 6 minutes.

Mr. SHEPPARD. Mr. Chairman, I yield myself 1 minute.

The CHAIRMAN. The gentleman from California is recognized for 1 minute.

Mr. SHEPPARD. Mr. Chairman, I take this time for the purpose of saying to the gentleman from Missouri [Mr. PLOESER] that I, as chairman of the naval subcommittee, am most grateful that those who control assignments to committees on your side of the House chose you for assignment to the naval subcommittee. You have done a wonderfully cooperative job, and we are most appreciative of having you with us.

Mr. PLUMLEY. Mr. Chairman, I yield such time to the gentleman from Missouri as he may require.

Mr. PLOESER. Mr. Chairman, I wish to express my feeling of deep personal gratitude to the distinguished chairman of our subcommittee. He by his very nature and leadership of the committee makes it easy for one to work with the committee.

Mr. PLUMLEY. Mr. Chairman, I yield such time as he may desire to the gentleman from California [Mr. WELCH].

Mr. WELCH. Mr. Chairman, the United States Navy is our first line of defense. We have had to build a navy under the stress of war second to none. That navy must be maintained throughout all future time in such strength as to guarantee the maintenance of peace against any and all potential enemies. This can only be accomplished by maintaining an adequate merchant marine of proportional tonnage sufficient to meet any demands of supply the Navy may require at any time.

The effectiveness of the United States Navy is largely measured by the ability of our American merchant marine to maintain those lines of supply. In time of war the merchant marine becomes an integral part of the Navy. In times of peace it must be maintained at the highest possible level of efficiency and of such size as to meet any wartime condition. We cannot again afford to go through a period similar to that following the attack on Pearl Harbor waiting to build up a merchant marine or a Navy to meet wartime requirements. The speed of modern warfare will not again permit such delays.

The American merchant marine, unlike the Navy, is a tremendous economic asset to the peacetime economy of the Nation. Money spent on the maintenance of a navy in peacetime is insurance against war. Money spent on a merchant marine in peacetime is not only insurance against war, but it is also an investment in the development of our standards of living by increasing our world trade and finding markets for surplus commodities.

It is peculiarly strange that our naval authorities have not recognized the threat to their supply lines—the American merchant marine—by the strait jacket into which it is placed by the Civil Aeronautics Board's interpretation of the Civil Aeronautics Act of 1938, and the further threat that hangs over the American merchant marine to perpetuate this destructive legislation through H. R. 3420, the so-called Lea bill, now pending.

If we are to have a merchant marine that can support our Navy adequately, Congress must take positive action to remove the destructive restrictions now imposed by the action of the Civil Aeronautics Board. Its past action has destroyed the opportunity for the American merchant marine to successfully meet foreign competition in the post-war period, due to the fact that foreign maritime nations, with foresight and vision, are now providing for the coordination of air transport and surface overseas transport by the shipping companies.

Every Member of Congress knows that experience is our greatest teacher. Following World War No. 1 we scrapped a

great Navy in the interest of peace. That peace did not endure. Congress must not permit our merchant marine to be bartered away at a peace conference, nor should it permit the merchant marine to be destroyed by destructive legislation such as the Civil Aeronautics Act of 1938 or the pending Lea bill.

Mr. SHEPPARD. Mr. Chairman, I yield 5 minutes to the gentleman from Alaska [Mr. DIMOND].

Mr. DIMOND. Mr. Chairman, it is a source of much satisfaction to me and to all other residents of the Territory of Alaska, and I think it ought to be a source of satisfaction to every citizen of the United States, to know that at long last through an appropriation carried in this bill some attempt will be made in the coming year to determine how much oil there is in the great naval oil reserve of northern Alaska. Many geologists, some of them of national and even of international repute, have visited this Arctic region during the last 20 years and have seen the evidences of oil, oil coming out of the ground, because it appears on the surface in many places. A number of seepages were found and can be seen by anyone who visits that region; in one case a very considerable lake is covered to a depth of several feet with raw petroleum.

For a long time I thought that perhaps during the course of all of the hundreds of centuries that have elapsed since that oil was put in its present location, most of it had come to the surface and run down to the Arctic Ocean. But my apprehensions in that respect were ended by a conversation which I recently had with a really eminent oil geologist and engineer. He told me there was not a single solitary chance that any such thing had happened because there was no evidence, through patches or heaps or vast amounts of residue, that any very large part of the oil underlying the surface in Arctic Alaska had actually come to the surface in the past. He said if any considerable amount of oil had so been wasted or lost we would have found vast quantities of what they call in the East, I believe, pitch or bitumen, what they called in Biblical times pitch, with which Noah is supposed to have calked his ark and, which is after all only the residue of petroleum that seeped to the surface during the millenniums past, so that the amount that was so lost may have been only the small part of that which has since been found in the ground.

Some question was voiced at the hearings, and I refer to pages 1112 and 1120 of the printed record as to whether or not it would be practicable or even possible to bring this oil out of Arctic Alaska if any considerable quantity were discovered. When the Canol project was first undertaken—and I digress here to say that no part of that project lies in the Territory of Alaska except a pipe line which leads into Fairbanks from White Horse in Canada—I expressed the same doubt to men who knew something about oil, but I was assured by those who at least claimed to be experts in the transportation of oil by pipe line that oil will flow through a pipe line under

temperatures as low as 70 degrees below zero. It is true that once in awhile, perhaps once every 10 years, the thermometer will fall to 70 degrees below zero in that area between Fairbanks and Point Barrow, but those occasions are infrequent and the periods of low temperature are of very short duration; therefore it seems not at all improbable, in fact it seems certain, that if any oil in material amount is found in northern Alaska it can readily be brought by pipe line to the city of Fairbanks, 450 miles, thence again by pipe line to the coast or over the Government-owned Alaska Railroad to the city of Seward, which is the coast terminus of that railroad.

The suggestion has been made that the cost of bringing the oil out of the northern Alaska area might be prohibitive. There is no reason why such cost should be unduly high provided, of course, any considerable amount of oil is found there. It would seem expedient to pipe the oil from the Arctic coast to Fairbanks rather than depend upon the brief season in which transportation by sea may be undertaken, a period that normally lasts not more than 2 months each year. The distance from the Arctic to Fairbanks is about 450 miles. Our experience with respect to road building in Alaska indicates that an adequate serviceable road could be built for \$20,000 per mile, which would make the total cost of the road, indispensable to the laying and maintenance of a pipe line, \$9,000,000. The cost of the pipe line, itself, will, of course, depend largely upon its size, and so no figure can be given for that item of expense. But the laying of the pipe line in that region should not greatly exceed the cost of laying pipe line in other relatively remote places. I assume, however, that this work can be undertaken in the normal manner, for we all realize that if we try to "buy time" in the construction of roads or pipe lines or anything else the cost is bound to skyrocket. That has been evidenced recently in the cost of building the highway to Alaska and the cost of the Canol project.

Oil, like gold, is where you find it. Although, according to geologists, the prospects of oil in the northern part of Alaska are most promising, we will never be certain that oil in any substantial quantities is there until we discover and produce it. In recent years much more thought has been given to the possibilities of oil in the Arctic regions than ever before. Recently Mr. Walter E. Pratt, in an article appearing in the January 1944, issue of Harper's magazine, discussed the oil possibilities in northern Asia and the northern part of North America. At the time the article was written he undoubtedly had available the information about the developments so far undertaken in the Norman Wells area, which is a part of the Canol project. According to the testimony given by witnesses at the hearings before the Truman committee, it appears that when the project was undertaken only approximately 4,000,000 barrels of oil were known to exist in that area, but later work demonstrated that at least 50,000,000 barrels would be found, and the estimates have

run as high as 100,000,000 barrels of probable oil in the northwest district. In fact, still other geologists think that the probabilities of finding large quantities of oil both in the Mackenzie River Valley and on the northern coast of Alaska are all but incalculable and that the same is true of very considerable areas in northern Siberia.

It is refreshing to know that at long last several wells are to be drilled in Arctic Alaska. Engineer after engineer and geologist after geologist have examined the area and pronounced it favorable, but never before has the Navy or any other agency of the Government really made an effort to find out what we have. Under other circumstances perhaps the exploration of this region for oil would not be so important, but many people have told us in recent years that our available oil resources are being used up so rapidly that the United States may be faced, at no distant time, with an acute shortage of this precious fluid. Even though the Alaska oil is not used in any considerable quantity for a long time to come, it surely is the part of wisdom to determine just what we have and then we can make our plans accordingly.

Moreover, Alaska occupies a unique strategical situation with respect to all western Asia and practically all Siberia, as well as a considerable part of China. The short great circle route to the regions mentioned, which is bound to be followed by the air transport of the future, lies through Alaska or along the coast of Alaska. Therefore, it becomes highly important to find and develop in Alaska, if we can, a source of fuel for the thousands of airplanes which we can envision for the future. Indeed, one could almost say, "for the present" when we include within our estimates the military aircraft. Even today it is known that a steady flow of war planes made in the United States is being fed over Alaska airplanes to the Russians for use on the western front. In fact, it has been said that some planes have gone into action against the Nazi troops within 5 days after they left our factories in the United States. This lane provides an overland rather than an over-water route, and so even today a supply of local oil in Alaska would be of material help to our present military operations and might well be invaluable for operations in the immediate future which we may undertake against Japan through Alaska and the Aleutians.

The CHAIRMAN. The time of the gentleman has expired.

Mr. PLUMLEY. Mr. Chairman, I yield such time as he may desire to the gentleman from Oregon [Mr. ELLSWORTH].

Mr. ELLSWORTH. Mr. Chairman, it is particularly appropriate now, in the midst of a historic struggle for liberty, to mark the annual observance of Pan-American Day. Revised and extended, pan-Americanism, as a great concept of international cooperation, made its entry on the stage of history in 1826 when the illustrious South American liberator, Simon Bolivar, called the first meeting of American states. In the intervening years, pan-Americanism has taken

strong root and grown into a fruitful system of cooperation—the inter-American system. Now this system of voluntary cooperation among the American states has an outstanding role in the unfolding drama of the United Nations' fight for freedom against ruthless Axis aggressors.

The Americas may differ in language, in resources, in peoples. But certainly they have one fundamental and enduring bond—a common love of independence and the courage to fight when their liberties are threatened. In this greatest of struggles for freedom since the Americas became independent nations, it is altogether fitting that Pan-American Day should remind us that the idea of inter-American cooperation goes back to South America's fighter for freedom, Bolivar. In the imagination of this intrepid American rose the vision of a powerful system of American states, bound together by a common love of independence by proximity of neighborly interests and by the mutual advantages of trade founded upon natural interchange of complementary production.

The farsighted vision of Simon Bolivar, recognizing the common interests of the American states, has brought its chief results in this war. The inter-American system, operating as a mechanism of procedures and agencies, has been tested and strengthened during these fateful years of crisis and battle. Bolivar, and those many wise statesmen of all the Americas who helped forge this system of inter-American cooperation, have been vindicated by history. They worked for hemisphere unity. They saw that through joint action the Americas, with vast natural resources, could become strong while maintaining their independence within a framework of voluntary cooperation. Out of their diversities of resources and peoples the Americas could organize a system of tremendous power. That vision, rising in the minds of Bolivar and his successors, has been realized. The American states are working together in the strongest system of cooperative action yet achieved in this hemisphere.

What this joint action among the Americas is contributing to the defeat of the Axis, to the titanic struggle for freedom being waged, throughout the world, is indeed a worthy theme for Pan-American Day. Airplanes, guns, tanks pour from our factories en route to the fighting fronts in an overwhelming tide. Huge armies girding for decisive battles are fed largely by the Americas. It was no idle boast that the Americas would become the arsenals of democracy. That is demonstrable fact. And these arsenals have achieved their immense production through close collaboration among the Americas, through the pooling of raw materials, plant capacity, labor, and other resources in a joint mobilization.

Without a high degree of unity among the Americas, the United Nations would not be as far along as they are now on the road to victory. When Hitlerite Germany more than a decade ago began to prepare for war, Nazi strategists realized from the outset the potential importance of the Americas in the event of a world

conflict. Divide and conquer was Axis strategy in the New World as well as the Old. Long before war broke in Europe, Axis agents were busy in Latin America trying to divide the Americas so that the great natural strength of the Western Hemisphere republics never could be arrayed into a solid front against Axis spearheads of world conquest.

Fortunately, the seeds of inter-American unity which Simon Bolivar planted more than a century ago had become a sturdy growth of pan-Americanism. On foundations laid by many workers in behalf of inter-American unity the New World republics had built practical mechanisms of collaboration. A series of conferences of the American states had established and elaborated procedures of cooperation. The good-neighbor policy of the United States had helped cement into a firmer structure the work of preceding generations of pan-American statesmen. Against this structure of inter-American unity Axis agents schemed in vain, although at times before the supreme crisis of Pearl Harbor it seemed the Axis fifth column was making headway in some places.

How magnificently the Americas responded to the need for unity after the assault upon Pearl Harbor is recent history. At the Rio de Janeiro Conference in January 1942 American foreign ministers adopted a broad program for the mobilization of hemisphere resources, for the severance of relations with the Axis. Inter-American cooperation soared to new peaks of achievement. Twelve of our neighboring republics, including the great Republics of Brazil and Mexico, became our active war allies. Others broke relations with the Axis and, through the development of raw materials and food supplies, through joint effort in strengthening hemisphere defenses, contributed heavily to the increase in United Nations' strength.

Many are the details of the wartime achievements of inter-American cooperation. Air and naval bases, strategic highways, and miscellaneous military installations have been constructed or strengthened at numerous points in Latin America. The defenses of such vital hemisphere areas as the Panama Canal, the Caribbean islands, and Brazil's "bulge" have been organized with the hearty assistance of our neighbors. Thanks to Brazil's assistance, the greatest air-transport routes in history have been established from the United States to distant fighting fronts by way of northern Brazil, and Brazil is now preparing an expeditionary force for overseas fighting.

Now that the enemy has been driven out of Africa, and the Japanese are being rolled back in the Pacific, the Axis pincers movement no longer threatens Latin America as it did on Pan-American Day 2 years ago. But, looking back over these crowded years, one can assert with assurance that the turning point in the war and the United Nations' offensive would have been slower in arriving, and harder to follow up, if the Americas had failed to achieve the degree of unity which was sealed at the Rio de Janeiro Conference and subsequently

enacted into specific works for the strengthening of hemisphere defenses and development of strategic resources. With the enemy in retreat, and the war tide rolling back from American shores, hemisphere countries naturally feel more secure.

Still, in the enhanced security of the Americas, and in the reversal of the war tide, there is eloquent testimony to the wisdom of the inter-American system and the effectiveness of joint effort.

For it is joint effort, as I stated earlier in this address, which has made possible in substantial degree the mobilization of the resources of this hemisphere behind the United Nations' offensive. I cannot in my allotted time run through the whole list of materials and products Latin America is contributing to the war effort. It is too long. But let us recall that this is a war of machines; that machines are made largely of metals and that machines run on oil and rubber. The machines coming off our assembly lines are made in considerable part with raw materials from neighboring countries. Brazilian quartz crystals, mica, and industrial diamonds are essential to our war industry. So are Chile's copper, Mexico's minerals, the oil of Venezuela and Colombia. Essential also is Latin America's increasing production of rubber, fibers, quinine. Latin America is providing the main replacements for the tropical-grown materials the United Nations lost in the Far East.

I regret that I cannot recite precise statistics on these items. For security reasons, official foreign trade statistics are not published. However, the trend may be illustrated in other ways. For instance, our use of quartz crystals in the manufacture of radio and other war equipment has increased almost 50 times from pre-war levels. Brazil supplies this vital material and, as part of her contribution to the war, has increased production to meet the war need. This trend is carried out in other wartime developments of hemisphere resources. For example, the expansion of fiber production in Central America and the Caribbean is replacing in substantial part the loss of fiber supplies in the Far East. The Navy and merchant marine lost their chief source of Manila hemp for the making of rope in the Philippines. In Central America, 40,000 acres are being planted to abaca, the source of Manila hemp.

The story of inter-American cooperation to produce essential materials also includes insecticides; the development of high-grade iron ore deposits in Brazil; the expansion of Mexico's output of minerals; increased production of balsa and other woods in Central and South America; the development of natural rubber; and procurement of minerals indispensable to steel making, such as tungsten and chrome.

It is an inspiring story, justifying the dream of Bolivar, who more than a century ago saw clearly the basis which existed for a strong system of American states, working together for common ends in the solution of common problems. On this Pan-American Day, it is well to pause and reflect on what has

been accomplished by New World unity. Surely Bolivar would be proud to see how his vision has become actuality; how the inter-American system now plays a decisive part in the greatest struggle for freedom since he proposed a conference of the American states.

Bolivar set aglow a light which guides the faltering steps of men in their efforts to find an international system of peace and security for all peoples. Pan-American Day is a bright beacon on the tortuous road to a world system of peace and order, secure against the schemings of such would-be world conquerors as we have seen in action during these grim war years. Inter-American cooperation is one of the most effective bulwarks yet devised against the enemies of freedom.

Pan-American Day symbolizes the strength the Americas have achieved through joint consultation and effort. Now, this united strength of the Americas mingles with that of our allies overseas in a momentous battle for that preservation of human liberties and for the attainment of a larger system of international cooperation in which nations may work together for mutual advantage, while preserving their independence as sovereign States. Pan-Americanism, tested in a global war for freedom, lives as a dynamic testimonial to the faith of those wise architects of the Inter-American system who saw long ago that the Americas could remain independent only by joining their strength in a voluntary union of cooperating republics.

Mr. PLUMLEY. Mr. Chairman, I yield such time as he may desire to the gentleman from Nebraska [Mr. STEFAN].

Mr. STEFAN. Mr. Chairman, although the bill before us making annual appropriations for the Navy for the fiscal year 1945 does not cover the problem which I want to place before the House, the bill does have considerable to say regarding aviation.

I take this time to plead the cause of some 6,000 men in the Enlisted Air Corps Reserve who have tried for over 2 years to get into the active Army. Beginning in August-September 1943 the Civil Aeronautics Administration's War Training Service found it necessary to cease flight training of several thousands of its Air Forces enlisted reservists, most of whom had already completed 10 months to a year's flight training and amassed 100 to 200 excellent air-hours of such training. These men, almost without exception, were summarily activated into the Army Air Forces as privates. I am informed that none of them, with the exception of those who could pass age and physical requirements for aviation cadets, will fly an airplane for the duration. Yet a tremendous amount of the taxpayers' money was expended to train them into experienced pilots. This Congress should make some inquiry into an accurate total of the wasted thousands of dollars, man-hours, and invaluable experience in this program.

As the Civil Aeronautics Administration's War Training Service closes its schools throughout the country and cuts its number of indoctrination centers by

more than half at the request of the Air Forces, thousands of C. A. A. W. T. S. flight instructors, nearly all of whom are members of the Air Corps Enlisted Reserve Corps, have been released from the training schools. After a 30-day period of grace, these instructors will be activated into the working Army or the Air Forces enlisted ground personnel. Many have from 500 to 5,000 total flying hours, all have commercial licenses, instructors' ratings and some even have considerable instrument flight time to their credit. Small minority of these men have only one opportunity—the Air Transport Command offers any W. T. S. instructor who has 1,000 hours' total flight time, of which 200 of these hours were logged in aircraft of 200 horsepower or over, the opportunity of applying for A. T. C. Ferrying Division work on a civil-service status. These qualifications for eligibility to A. T. C. for male pilots should be given serious attention.

The qualifications in the same organization with many of the same duties for women—who have about 35 hours total time, a student permit and no license necessary. The A. A. F. will train them from scratch because it is claimed they are badly needed. That statement was made during March of this year in a publication known as the Ladies Home Journal.

The majority of these W. T. S. instructors who are slated for activation as privates in the very near future are not qualified for this A. T. C. duty because of the lack of one requirement—namely, 200 hours of 200 horsepower or over, logged time. Most of the W. T. S. instruction was done in light aircraft and about 80 percent of these instructors have less than the required 200 hours, while their log books certify hundreds and, in many cases, several thousands, of hours of 65 horsepower, 125 horsepower, and 165 horsepower time. Many of them feel they are being discriminated against in favor of women who do not have anywhere near the experience.

I do not wish to be placed in a position of criticizing these fine women who are doing excellent work, but it seems to me that these thousands of men who have instructed many of our pilots and who have so many hours of experience and flying time and in whom we have millions of dollars invested should not be grounded. Their service and experience ought to be used in the war effort and no discrimination should be used against them. I feel that the treatment of these flying instructors has been too severe and something should be done to correct what I feel may have been a real error. I feel the Military Committee of the House should correct the situation and get these men into the war effort in the capacity the men are trained for. A bill has been introduced to correct this problem, but the bill, in my opinion, does not go far enough. It takes care of students in the active Army who were in flying training. It does not take care of the instructors of these students, who, at a cost of tremendous amounts of money, now cannot find employment in the war effort. At the same time it is proposed to investigate the WASPS or the women

civilian Government employees who are now being trained at additional expense. There is some question raised as to why we should train more flyers when we have a pool of 6,000 men in the Enlisted Air Corps Reserve, who have tried for over 2 years to get into the active service. I feel an investigation should be made in order that the present pool of trained flying instructors can be utilized into the Army.

I have taken this matter up with the Army Air Forces of the War Department and have an explanation from Col. Warren S. Ege, which reads as follows:

Receipt is acknowledged of your letter of February 1, 1944, regarding the disposition of Civil Aeronautics Administration War Training Service personnel.

It was intended to utilize the services of graduates of the C. A. A. program as civilian instructors in the primary phase of aviation cadet training. However, the peak of the Army Air Forces requirements for civilian flight instructors has been passed. Emphasis must now be placed on the training of needed pilot replacements for combat service. This has necessitated the discontinuance of the C. A. A. program and will mean that the services of many reservists now employed as instructors will no longer be required.

Individuals undergoing training in this program were called to active duty in the Army Air Forces in order to continue with their instruction at C. A. A. facilities in a military status. This personnel is now being retained for service in the Army Air Forces and is being carefully screened by boards of officers in order that each individual may be appropriately assigned to operational or technical duties consistent with his qualifications and existing needs of the service.

Reservists who have been permitted to remain in inactive status, by reason of their employment as instructors with facilities of the C. A. A., will be called to active duty or discharged. Those electing call to active duty will also be carefully screened at Air Forces basic training centers, in order that they may be assigned to available duties consistent with their qualifications.

If qualified for aviation cadet training under existing standards, former trainees and instructors of the C. A. A. program may be assigned to air crew training if they desire.

The efforts and services of these instructors and trainees are appreciated by this headquarters and you may be assured that necessary action has been taken to insure their careful processing in order that the air forces may obtain maximum utilization of their qualifications.

I include this letter in my remarks in order to give the Army side of the situation. But this does not explain, Mr. Chairman, why, if this large pool of instructors has been capable of training pilots, they cannot be used in some actual flying or instructor program.

Mr. PLUMLEY. Mr. Chairman, I yield such time as he may desire to the gentleman from Washington [Mr. HORAN].

Mr. HORAN. Mr. Chairman, Mr. Selden Menefee in his column *America at War* in this morning's *Washington Post* has given us something to think about concerning morale, now and its effect in the post-war era:

MORALE IN THE OUTPOSTS

When our servicemen come home, many of them will find it as hard to adjust psychologically to civilian life as to make an economic adjustment.

The obvious problems of jobs for returning soldiers, and of rehabilitating wounded men and neuropsychiatric cases, have come in for plenty of discussion. But the larger question of the millions of men whose whole outlook and way of life will have been damaged by several years of military service has been almost ignored.

The magnitude of this problem in human relations was brought home to me by the remarks of a sailor who recently returned from a year's tour of duty in the Pacific. More than three-quarters of the men who have been out there for more than a few months, he said, are in a state of mental lethargy approaching the apathy produced by drugs.

They are doing a magnificently efficient job in that area. He made that clear. But deadening routine duty, especially among those who have seen little or no front-line action, has produced a listlessness among the men that will be hard to shake off. Their military training does not fit them to cope with the situation, because it is training in following orders rather than in developing initiative of any kind.

NO DISCUSSION OF ISSUES

There is practically no discussion of the issues involved in the war, but rather a tacit agreement not to talk about such things. Army orientation courses have made a slight impression on some of the soldiers, but the enlisted man in the Navy gets little or no education on political or social questions.

Nor is there any interest to speak of in home-front questions. Last year's strikes produced considerable resentment. When the issue of Life magazine describing the Florida boom arrived, there was also high feeling. But contrary to my previous assumption, it did not offset the resentment against labor. For most servicemen the main line of cleavage is between themselves and civilians in general, rather than between labor and management or any other group.

There was some grumbling about the soldier-vote issue, but most of it was among the minority of better-educated men. When the cards were distributed on my friend's ship to determine the voting residence of the men, most of them did not bother to return them.

There were some good books in the ship's library, but they were mostly untouched. When magazines arrived, the men dived for the picture books and comics, and the more serious ones were ignored. Many a lad of good education took to buying an armload of comic books as reading matter whenever he hit port—seeking sheer escapism with a minimum of effort.

For the rest, the main pastimes are playing poker, often for high stakes; griping about the officers and military and naval life in general; talking about sex, with an emphasis on its abnormal aspects, and just sitting.

ESCAPE FROM ROUTINE

A few of the men escape this routine by writing letters, taking correspondence courses (which are readily available at low cost), studying to improve their ratings, or developing hobbies such as metal working. But they are the exceptions.

There are many reasons for this prevalent loss of initiative. One is that most of the men have been left too long in one station. The boy who spent 6 months on a lonely island in the central Pacific, 2 weeks in Honolulu, and then 18 straight months at another Pacific outpost is an example.

In isolated places too often little attention is paid to the recreational needs of the men. Entertainment is rare, except for movies, although in a few of the larger bases real efforts are made by the Army to encourage organized recreation such as G. I. theater productions.

Then there is the barrier that is set up between officers and men. In the Navy there

is a feeling of hopelessness about opportunity to advance from the ranks and a prevalent impression that the officers were chosen because they went to college rather than because of their ability to handle men.

Mr. Chairman, I look back on my own experience in the Navy in World War No. 1 with a certain reassurance in the American way of life because I served under a splendid officer. He was a leader and inspired the confidence of his men. The officers in the fighting forces of America today can, by their conduct, make or break the attitudes of the youths in those forces not only toward the armed services now, but, also, toward the Government and way of life for which they fight. This factor means much to our social-political atmosphere in the post-war rehabilitation period.

Finally, there is the lack of organized intellectual life—discussion groups on current events, for example—especially in the Navy and in isolated Army outposts.

All of these shortcomings can be corrected, though the job will not be easy. If we fail to face the issues we will be storing up trouble for the post-war period. These things are indicated:

1. More frequent changes of station for the men. Even if this only meant a shift from one isolated island to another every 6 months, it would help to relieve the monotony.

2. Training of officers to lead, rather than merely to command, so that they may gain the respect of the men; and increase promotions from the ranks, especially in the Navy, which is far behind the Army in this regard.

3. The extension of the educational forum program, with forward-looking handbooks and discussion leaders, in the Navy as well as the Army.

Mr. PLUMLEY. Mr. Chairman, I yield such time as he may desire to the gentleman from Illinois [Mr. CALVIN D. JOHNSON].

Mr. CALVIN D. JOHNSON. Mr. Chairman, this legislation calls for the appropriation of \$32,000,000,000 to the United States Navy. It is my intention to support it, although in so doing I realize that hundreds of millions of dollars will be wasted. It will be wasted because of the lack of coordination between the armed forces and lack of planning.

May I cite an illustration of this waste that exists in my congressional district? The United States Government, through the Defense Plant Corporation, in conjunction with General Steel Castings Co., constructed a \$26,000,000 plant which is listed with the Federal Government as Plancor 270. This plant was built originally for the construction of tanks. Shortly after its construction it was abandoned. A portion of it was then leased to the Standard Steel Spring Co. and converted for their use at a cost of \$382,000 additional to the Government and is now known as Plancor 2032.

Of the original expenditure of \$26,000,000 for construction and equipment, \$8,000,000 was expended for furnaces and heat-treating equipment. Five open-hearth furnaces cost \$2,000,000. Eighteen heat-treating furnaces cost \$6,000,000. The buildings in which this equipment is housed cost \$10,000,000. The entire unit comprises one of the most modern heat-treating and forging plants in the world. One-half of the

buildings represent an investment of \$5,000,000 and the entire \$8,000,000 blast furnaces and heat-treating equipment is now being junked. It is being junked in spite of the fact that it would fit perfectly into this Navy program. Castings from 1 pound to 120 tons can be made with its facilities. It can turn out gun turrets for battleships, shields for anti-aircraft guns, motor blocks for landing barges, or any piece of casting or forging that may be needed. This building at present is the property of the Ordnance Department. It is now being stripped of equipment. Heat regulating instruments are being removed from blast furnaces, sanding mills, cranes, and sand bins are being wrecked, every item of which will be needed in this Navy program. Patterns for anchors are even now stored at this plant. I call for a closer coordination between the armed forces to stop such waste. I demand that the Defense Plant Corporation stop wrecking this plant which has been completed less than 1 year at a cost of \$26,000,000. Equipment which has been removed at a tremendous loss should be returned and no further demolition should be made, pending a complete check by the Navy and other branches of the armed forces of these facilities.

I know this plant. I helped build it and I defy anyone to prove that it has no value in the war effort.

The CHAIRMAN. All time has expired.

The Clerk will read the bill for amendment.

The Clerk read as follows:

OPERATION AND CONSERVATION OF NAVAL PETROLEUM RESERVES

To enable the Secretary to carry out the provisions contained in the act approved June 4, 1920, as amended (34 U. S. C. 524), requiring him to conserve, develop, use, and operate the naval petroleum reserves, and to drill and equip exploratory wells in naval petroleum reserve No. 4, \$1,050,000: *Provided*, That out of any sums appropriated for naval purposes by this act, any portion thereof, not to exceed \$10,000,000 shall be available to enable the Secretary to protect naval petroleum reserve No. 1, by drilling wells and performing any work incident thereto: *Provided further*, That no part of the sum made available in the foregoing provision for the protection of naval petroleum reserve No. 1 shall be expended if satisfactory agreement or agreements can be made with owners of land within or adjoining said reserve No. 1 not to drill wells for the purpose of producing oil or gas.

Mr. VINSON of Georgia. Mr. Chairman, I move to strike out the last word.

Mr. VINSON of Georgia. Mr. Chairman, we have now reached an important part of the naval appropriation bill—operation and conservation of naval petroleum reserve. Therefore, I deem it important to call the committee's attention that the Naval Affairs Committee has before it a draft of a proposed agreement between Standard Oil Co. of California and the Navy Department dated January 20, 1944, relating to Naval Petroleum Reserve No. 1, Elk Hills. The Secretary of the Navy, through the Speaker of the House, has sent a proposed bill to the Naval Affairs Committee which would legalize and

authorize such a contract. On February 7, 1944, such a bill, S. 1773, at the request of the Navy Department, was introduced in the Senate by Senator WALSH of Massachusetts, chairman of the Naval Affairs Committee.

The Attorney General has twice held that similar contracts required legislation, in his opinion, to authorize the Secretary to enter into such contracts. I am unalterably opposed to any departure from the settled policy of the Congress, maintained consistently for some 30 years, to keep the oil reserves of the Navy in the ground. The whole matter has been returned to Congress for consideration after committee hearings of November 9 and 10, and December 8, 1943, when the Attorney General appeared before us.

The legislation, S. 1773, is much broader than the contract. It takes in oil reserve No. 2 as well as the Elk Hills reserve No. 1—which is the only one under this contract—and in addition it embraces the oil-shale reserves.

The issue here is clear-cut and vital to the interests of this country. It is an attempt to use the war as a pretext for exploiting and developing oil in these reserves which the Congress has said repeatedly must only be touched to prevent drainage. It is a contract and legislation which will strip the Congress of its control of these vital resources and turn them over to the executive with full power of development.

This pressure is not new. It has been on the Congress ever since the greedy eyes of the oil operator surveyed the oil resources of the Government. It has divided the Congress—fortunately into an overwhelming majority demanding that we keep the mortgage off our future and save our oil in the ground until all else has been exhausted. It is the new pressure to turn the control over to the executive branch of the Government upon some theory that that branch can handle this question of policy better than the Congress, overlooking, of course, the unhappy experiences of such an action in the past. I do not agree that the administrative branch—one single Cabinet officer—has the right to or ought to be permitted, whatever his pretext, to enter into any contracts for the development of these reserves. That is the issue.

Let us take a good look and see just exactly where we are heading under this proposition. Heretofore and consistently the Congress has denied the executive authority to do more than conserve the oil in this reserve in the ground and to cause its extraction only to prevent drainage. That has been the declared policy since 1920. Yet right today Standard Oil is pumping away from this reserve No. 1—not to prevent drainage, but to pump oil—and we are asked to legalize a contract which will remain in "force and effect as long as oil, gas, natural gasoline, and associated hydrocarbons can be produced in paying quantities," to be terminated, to be sure, at any time by the Secretary after giving 6 months' notice.

When this contract was first held to be unauthorized it was because it ex-

ceeded the power given by the Congress to the Executive. Those decisions of the Attorney General, it seems to me, were inescapable because neither the old contract of November 20, 1942, nor the present one could be called anything else than arrangements for the complete development of this reserve. We are to throw away the controls for the protection of our future to the Executive, and sanction the complete exhaustion of the oil in this reserve if the Executive is pleased to permit it. I oppose such a plan. I know that executives can succumb to pressure just as they did in the twenties—just as we have had pressure from the developers for my full 30 years. It came in one form or another all the time. It has been a constant fight in court and out of it against the exploiters. Admiral Horne, Vice Chief of Naval Operations, testified that he was once impelled to write a memorandum opposing any development of this reserve "at a time when there was a good deal of pressure being brought on the Navy to produce more oil from these reserves because the commercial people wanted it." That was on September 4, 1942. The admiral has appeared again before us but he now says that this field, in his opinion, should be placed in some kind of readiness. All the admiral wants is someone out there to produce the oil. Now in order to do that I am not going to turn this field over to Standard Oil Co.

But there is a new plan. That is to come before us with a clause permitting cancellation by the Navy on 6 months' notice, each party to keep his share of the oil which has been pumped out in the meantime. As the Attorney General said when such an arrangement was proposed, "it would be the expression of a temporary policy", enabling us to contract or condemn when we had determined our proportionate interests. We would have a temporary agreement such as we have now and meanwhile the oil would be coming out of the ground at the pleasure of the producers without reference to what would have been lost through drainage. We would have nothing more than we have today—a temporary agreement—for the removal of oil. The Attorney General calls it a stopgap measure, and says that therefore "an early choice by Congress between condemnation and a permanent agreement would be in the public interest." I am ready and I hope the Congress is ready to make that decision now.

Why, this contract provides that Standard may withdraw up to 25,000,000 barrels of oil. Under that arrangement, if the contract were to be terminated after they had gotten out their 25,000,000 barrels, we would have to draw out a total of 91,000,000 barrels or nearly one-sixth of all the oil in the reserves, just in order to get even, mind you. Under the scheme that has been in operation since November 20, I do not know how much more oil we will have to withdraw in order to get even with Standard under this "stopgap measure," as the Attorney General calls it.

Now let us turn to the contract itself. One of the virtues cited for it is that it

gives control of this reserve to the Secretary of the Navy. He can determine, he says, when the oil will be developed—if he can resist some more of the kind of pressure that Admiral Horne says was being exerted by the commercial people back in September 1942—and if he can resist the pressure that some of us are getting to cause the exhaustion of all the oil. Congress will not be able to help resist the pressure as it has been for the last 30 years. He will be all on his own and I do not think I want to see him under that sort of pressure. We know that the Congress can and has resisted. But not so the Executive.

I have told you the term for which this contract runs. Under the contract, the field is to be developed under the supervision of an engineering committee on which each side is to be equally represented—although admittedly 64 percent of the oil belongs to the Government—and that committee is to determine the respective participating percentages in the various zones not yet developed. Their decisions are supposed to be unanimous and, if they are, then they are binding upon the Secretary. Note that. But you say, "Well, if they do not agree the Secretary has been authorized to give the final decision." That would be small compensation if, as could well happen, the engineering committee was misled and happened to agree unanimously against the interests of the United States.

I would like to call your attention, however, to one peculiar thing about this contract. Every time you say the Secretary may overrule the engineering committee if they happened to be in disagreement this contract returns you to page 26, and that says that in those cases the Secretary shall "submit the matter to an independent petroleum engineer, for the purpose of securing an advisory report." Oh, it is true that the contract continues and says that after such report has been received his decision shall be final thereon. But will it? He must "act after consideration of the report" and Standard is to have a copy of it. If the Secretary is to be given such a final decision, why this requirement? What is the effect of it? Two of these engineers are to be members of the operating committee which is to determine the location of wells and the rate of production, and so forth. Again the representation is 50-50 and the participating 64-36.

Now let me make some further observations on the provisions of the contract. Briefly, the presently proposed contract provides as follows:

(a) Navy and Standard pool their oil lands in the Elk Hills reserve for development and operation, again in the nature of a partnership, just as under the 1942 contract.

(b) The parties are to share in the oil produced in accordance with the percentages, subject to revision, fixed by engineers pursuant to estimates of acre-feet of oil-bearing formations underlying the respective lands, which is initially determined to be approximately 64 percent for the Navy and 36 percent for Standard, just as under the 1942 contract.

(c) Standard is entitled to extract and receive from the shallow oil zone in the reserve 15,000 barrels of oil a day during the so-called primary period, which is until 6 months after the cessation of the present hostilities, or until it has received 25,000,000 barrels of oil and associated hydrocarbons, but no more than one-third of the estimated amount in the shallow oil zone under its lands.

(d) After the primary period Standard is entitled daily to pump out and keep enough oil to enable it to raise the money to pay its share of the costs of maintaining the property and the taxes on its property and on its rights under the contract, provided such pumping cannot exceed one-third of the estimated amount of oil in all zones under Standard's land.

(e) During the primary period, the Navy can extract oil from the reserve to any extent and from any zone it desires; if it does, then Navy will keep all extracted from the shallow oil zone in excess of the 15,000 daily barrels due Standard up to the point where the production received by each is in accord with the parties' 64-36 percentages; and any excess production from the shallow oil zone over the amount necessary to balance these percentages will be divided in accordance with the percentages. Again if the Navy does desire to make the further production, and the production is made from the Stevens zone, the Navy will receive its allotted 64 percent of that production, and until the production received by both parties is in balance, also two-thirds of Standard's 36 percent from that zone, so that, while the production-received accounts between the parties are not in balance during the primary period, because Standard has received more than Navy, yet Standard will receive one-third of its share of any Stevens zone production, and two-thirds of its said share will go to Navy in reduction of the advance deliveries to Standard.

(f) If the Navy does not extract oil for itself during the primary period, then the advance delivery to Standard of 25,000,000 barrels is thereafter to be brought into balance with its percentage by the delivery to Navy, when oil is produced, of two-thirds of Standard's 36-percent share of the oil when so produced.

(g) After the production accounts of both parties have been brought into balance with the 64-36 percentages the oil will be divided in accordance with their said percentages.

(h) The contract is retroactive to the date of the contract of November 20, 1942, and it supersedes the Recession of Temporary Operating Agreement of 1943, and it is provided that all oil from the shallow oil zone received by Standard since November 20, 1942—under the illegal contract and under the temporary operating agreement—is to be charged against Standard's percentage interest in that zone and Standard is not otherwise to account for that amount, and that Standard is to account to the Navy in cash—less Navy's share of the costs—for the oil which has been received by Standard from Steven's zone, and such oil is to be charged against the percentages of each party in that zone.

(i) Navy agrees to acquire certain lands from the Kern County Land Co., and it is provided that all oil extracted from these lands since November 20, 1942, shall be charged against Navy's percentage in the zones from which such production came, that is, in balancing Navy's account for oil received against Standard's account of the same nature, it is to be considered that such oil from the Kern County Land Co.'s lands was received by Navy.

(j) The costs of development and operations are to be ultimately borne by the parties in accordance with the percentages in which they are entitled to share in the oil produced.

(k) Navy is to bear a portion of Standard's prior expenses of \$1,118,519 in developing the Steven's deep zone; the portion to be assumed by Navy being—according to the initial oil percentages—approximately 64 to 36 percent, or \$732,089.70; thus reducing Standard's said prior costs in that zone to \$386,429.30.

(l) The parties are to currently pay the costs in accordance with a variable and somewhat involved formula: Generally, in proportion as they receive the oil produced; but if during the primary period Navy desires to increase the productive capacity of the joint lands to an excess of the present capacity of 15,000 barrels a day—all of which goes to Standard—then Navy is to currently pay the costs of such development work; that is, insofar as the payment of current costs during the primary period is concerned, Standard will pay currently the costs of extracting the 15,000 daily barrels to which it is entitled, and will not ordinarily have to pay any current development costs because the reserve as it now stands is sufficiently developed to produce its 15,000 daily barrels; but, if during that period Navy wants to produce oil for itself, that is, if Navy is to get any oil during that period, it must currently pay all necessary development costs of any such program; which means that insofar as current development costs are concerned during the primary period Standard gets the exclusive benefit of all existing wells, on its own and on Navy's lands, while, if Navy wants oil during that period, it must currently pay all development costs in connection therewith.

(m) There are special provisions in connection with the payment of costs, ultimately and currently, in connection with exploratory wells: If the engineering committee—which the contract establishes and on which each party is equally represented—approves drilling a well for the purpose of getting data to revise the parties' percentages, then the costs of the same are to be paid by the parties in accordance with their respective percentages in the zone in which the well is drilled; but if the committee does not approve the drilling, either party may proceed with the drilling but is required to pay the entire cost of the same. If the parties agree on a drilling to establish a new zone, the costs of the same are to be borne equally, and, if such drilling establishes a new zone, the prior costs are to be adjusted so as to be in accord with

the several participating percentages in the new zone; but if the parties do not agree on such drilling, either party may have it done, but at their sole expense.

(n) Each party is to currently pay its costs in connection with exploratory wells, but if Standard, in taking its 15,000 daily barrels during the primary period, elects to take production from any exploratory well that is productive, then it is to currently pay the costs of such wells.

(o) Navy's assumption of a portion of Standard's prior exploratory work in the Stevens deep zone has been referred to; this is to be made up to Standard in the following manner: Navy is to currently pay all exploratory costs in connection with the Stevens zone until it has absorbed the amount so assumed, and the parties' current outlay in connection with that zone are in accord with their percentages in that zone.

(p) After the primary period, Standard will currently pay all costs of operating the reserve involved in extracting the amount of oil to which it is entitled in order to have money to pay its share of the costs and expenses of maintaining the reserve, but all other current costs of maintaining and preserving the reserve are to be borne by the parties in accordance with their currently determined percentages in the several zones.

(q) Each party must provide its own storage facilities.

(r) Navy may keep all extractable helium but must pay all costs of extracting it.

(s) Navy is designated the operating agent of the reserve and must keep and render all proper accounts, but Navy may, by further contract, let out the operating of the reserve to others, including to Standard.

(t) An operating committee on which each party is equally represented is established to direct operations on the reserve, including the locations, and so forth, of wells.

(u) An engineering committee is established to determine and revise the parties' percentages by making studies and estimates of the underlying acre-foot of oil-bearing sands or formations.

(v) The Secretary of the Navy has power to resolve any disputes of the operating and engineering committees.

(w) The contract is to continue in effect as long as oil can be produced from the reserve in paying quantities, but the Navy may at any time, by giving 6 months' notice, terminate it. In event of such termination by the Navy, the parties are to make a financial accounting in accordance with their participating percentages as determined at that time. The provision for termination by the Navy was put in, I understand, following a suggestion by the Attorney General that such would be desirable, though he said its inclusion did not change his views as to the legality of the contract.

I have summarized the important provisions of the proposed contract without color and without argument. Now let me point out some of the effects of the proposed contract and legislation.

Under S. 1773 any Secretary of the Navy may, with the approval of the

President, enter into a contract to, and cause, the complete exhaustion of any or all of the naval petroleum or oil shale at any time.

The new proposed contract omits the provisions in the contract of November 20, 1942, providing for payment of Navy's share of the costs in oil. Such a provision is one of the most unwise that can be conceived of from the standpoint of conservation in the ground, because it calls for a production and sale in ordinary channels, merely to pay costs in large amount of oil, oil that could be saved in the ground if the Government paid its costs out of the Treasury by appropriation when needed. It was this provision in the contract of November 1942 that underlined its general character as a development contract.

But, hold on a moment, look at bill S. 1773. That bill expressly includes a grant of power to the Secretary of the Navy to make such a contract. The bill authorizes the Secretary of the Navy to raise money to pay costs of development and operations by extracting and selling the oil from the reserves. Thereby it flies further in the face of conservation in the ground. It is now proposed that instead of saving our oil we dispose of a great portion of it whenever the Secretary desires to develop and operate our reserves. If S. 1773 is enacted such a provision may be included in the proposed Elk Hills contract, and in any contracts respecting the other reserves, and Congress can go dance for its appropriating power.

This provision obviates the necessity of coming to Congress for appropriations. We should not create an executive substitute for the power of appropriation. We should hold onto, so as to be able to check, the power over the use and application of public property and funds.

It is clear that the provisions in question, allowing the sale of the oil in the reserves to raise money to pay costs of development and operations, is patently illegal under existing law, because Congress alone has power to dispose of public property. The Secretary of the Navy could just as well be authorized to sell our battleships to raise money to erect a new building for the Navy Department.

As I have said, the present proposed contract does not contain such a provision, but the Secretary will have it if we pass this bill and he can amend his contract accordingly. Then where is the Congress?

Let us examine a few of the provisions of the contract and some of the arguments that may be put forward in support of the contract:

Though under the contract the Secretary of the Navy, or any Secretary of the Navy, may indefinitely limit Standard's immediate pumping from the reserve to 25,000,000 barrels, yet he or any Secretary of the Navy may also cause the complete development and exhaustion of the Elk Hills reserve at any time.

Under the proposed contract, if, as it proposed, Standard obtains an advance delivery of 25,000,000 barrels of oil, it will be necessary, before the production accounts of the parties have been

brought into balance with their percentages of 64 and 36 percent, to extract from the reserve 91,400,000 barrels of oil. That is, before the Navy will be on even terms, the reserve will have to be depleted by one-sixth of its present estimated amount.

Actually, under S. 1773, and under the proposed contract, the Government would give the Secretary, or any future Secretary of the Navy the power at any time to cause the complete exhaustion of not only the oil of Standard in the reserve, but also of the oil of the United States in the reserve, and this possibly without even the pro forma approval of whoever may be President, because the Presidential approval required by S. 1773 would be satisfied when the contract was executed. There would be created a situation—because of the advance delivery of the 25,000,000 barrels to Standard—in which the longer the Government waited to take out the 91,400,000 barrels necessary to balance the oil-received accounts, the more economically disadvantageous the contract would be for the Government. So that, from a purely business standpoint, there would be potent reasons, becoming daily, more irresistible, to impel the Secretary of the Navy to disregard conservation and take out oil merely to put the Government on even terms with its partner in the venture. There would be created a situation in which Standard, the partner whose chief interest is production and sale of oil, would naturally desire, and in all probability seek to convince the Secretary of the Navy to proceed with production, and this pressure, arising out of the incongruous nature of this partnership—unlike all other partnerships—here the objectives of the partners are contradictory—would add greatly to the reasons impelling the Secretary to give way. There would follow a situation in which, as in the past, as I have pointed out, local and other groups and interests would exert their influence and apply pressure, apparently with success, to cause production from and even exhaustion of the reserves. And there would be created a situation, and I dislike mentioning it, but I would disregard the lessons of history if I did not, where the sole protection of the Nation's oil was the current occupant of the Secretary's office. I am unwilling to put so much responsibility on one human being in such an incongruous partnership.

Consider human conduct. Since 1920 we have had conservation assured to the full extent that a solemn act of Congress can attain that end. What, in the meantime, has been the fate of the oil reserves, the law notwithstanding? Even with the law, and the Congress, as protective bulwarks, executive officials in 1920 launched an all-out program to exhaust the reserves, and, in 1942, though without any suggestion of dishonesty, our executive officials, suffering from inability to correctly apply the law embarked us on a program to completely develop, and, at their pleasure, allow the extraction of all of the oil in the Elk Hills reserve. In every instance, before those ventures were halted, much oil had been taken out and is being taken out of the reserves.

I say to you, if we cannot, and the above events show that we cannot, because of human behavior, obtain assured and inviolate conservation with the aid of a clear mandate of Congress, with the requirement, as we have, that the Congress first approve the taking away of oil, then, without any doubt whatsoever, we can be absolutely certain that, once the formidable though not impregnable protection of existing law is removed, once the matter of conservation and the fate of the reserves is taken from Congress, once it is placed solely in the hands of one of the executive officials—some already overburdened with responsibility—against whose judgment will be pitted the combined influences of the commercial people, as Admiral Horne calls them, then we have not much to hope for.

If we are to approve this contract, let us be honest, let us not do it in the name of conservation, let us not try to becloud our action. Let us do it in the name of exploitation, of use, of sale, of exhaustion; let us at least do it in the name of development, which is the word often appearing in the contract.

THIS IS NOT CONSERVATION

It may, and probably will, be said that the proposed unit contract solves the problem of drainage. The argument is this: As the situation now stands, Standard has a legal right to take out oil from and through its lands, which operations, because of the checkerboarded character of the Elk Hills reserve, will drain away some of the Navy's oil, and that the only other feasible way to protect the Navy's interest is to drill and operate offset wells; so that, in either event, whether under the proposed contract or under an offset drilling program, some of the oil will have to be taken out of the land, and it is best to take out 25,000,000 barrels than to have to pursue the uncertainties of an offset drilling program.

This argument sounds plausible enough, but, as with most of those arguments that may be advanced in favor of the proposed contract, it is fallacious for several definite and specific reasons, namely:

(a) The argument assumes that we must always and forever be confronted with the problem of drainage, and, therefore, it fails to include all of the alternative methods of handling the problem. It omits the only real method, that of eliminating, not merely limiting, the problem of drainage; that is, there is the other alternative of acquisition by the Government of Standard's lands, which, if done, will, once and for all, do away with drainage.

Congress, in the act of 1938, has already passed on and authorized the acquisition by purchase or condemnation. It is apparent, therefore, that when I mention it, I am not presenting something novel.

(b) The second argument is that Navy is assured, under the contract, when the oil is taken out, or when the final accounting is made, of getting, or receiving an accounting for, every drop of oil it now owns; wherefore, under the contract,

Navy cannot stand to lose by drainage a single drop of oil or a penny in the value of oil.

But while it may be sound from a financial point of view, it is not sound from a conservation point of view. For conceding, for the sake of argument, that the engineers can do all that is said for them, what the Government gets is protection from financial loss, since the Government will get its share in either oil or in money. But, while the Government is thus being kept from loss, and when it is finally made whole, what has happened to the oil? Is it still in the ground? No. It is gone. This argument means only that, assuming the engineers are underground soothsayers with a perceptibility of the bowels of the earth, which is open to reasonable dispute, the contract, instead of protecting from drainage by keeping the oil in the ground, merely protects the Government against financial loss as and after the oil has been taken from the ground.

(c) The drainage argument, even assuming there was not the alternative of acquiring Standard's lands, is predicated on the more serious fallacy that, in order to protect against drainage, we must open up the entire reserve to complete development and exhaustion. The argument is the old one of cutting off the arm to save the finger. It embraces the greater evil to avoid the lesser. The argument simply says that to solve the drainage problem we must abandon the policy of conservation in the ground.

TERMINATION AGREEMENT

It will be probably argued that the contract does not assure the exhaustion of the reserve, because of a provision in the contract which gives the Navy an election to terminate the contract at any time on 6 months' notice. This provision was negotiated by the Navy following a suggestion by the Attorney General that such would be a desirable addition; though when the Secretary of the Navy told the committee he had obtained the termination clause, the Attorney General, in his testimony, said that it did not change his opinion as to the legality of the contract. In other words, this clause does not convert the contract from a development to a conservation measure.

That is so clear as to require no reasoning. But why the Attorney General thought such a clause desirable is beyond me, unless his reason was that there should be some way at some time to escape from a bad bargain. Now, if it is desirable to have an escape, it is patently extremely questionable whether there should ever be an entry into such a bargain at all. The adding of the termination clause itself proves that the contract contains dangerous consequences. The only merit ascribable to that clause is that it renders possible an attempt to lessen the irreparable damage suffered by the reserve in the meantime.

If the contract is terminated prior to full performance—that is, prior to the time of the complete exhaustion of the reserve—then it will have constituted no more or no less than an arrangement

for the pumping out and depleting of the reserve to the extent of the oil taken out.

Furthermore, in the event of such termination, not only would conservation be frustrated, but what would happen to all of the proponents' arguments about drainage protection under the contract? The parties would revert to their present situation as respects drainage, and that problem would not have been touched, much less solved.

Finally—and this is the crucial consideration which shows that the termination clause constitutes merely so many words—it would be most rash, from a financial standpoint, for the United States to ever invoke the termination clause.

This follows because, since November 20, 1942, the oil has not been extracted from the lands of Standard and Navy in accordance with their participating percentages, and it is not intended or contemplated that such will be done in the future. Now, if the contract is terminated by the Navy prior to full performance, then, since the oil will not have been extracted in accordance with the participating percentages, the Government may be a severe loser, because it can happen, and will have happened, that more than 64 percent of the oil will have been taken from Navy's lands. In such event, not only would the accounting not make the Government financially whole, but the Navy's reserve would have been depleted to a greater proportionate extent than Standard's.

PRESENT NEED FOR OIL

It possibly may be argued that the contract is desirable because it has been shown by the testimony of Admiral Horne that the needs of the present war require that there be taken from the Elk Hills reserve an average of 15,000 barrels of oil a day, which is only the amount that the contract permits to be extracted; and, therefore, the contract only fulfills a required demand of the present war; and, that, even though the Government acquire Standard's lands the 15,000-barrel daily production would have to be made from the reserve, so that such acquisition would not further conservation any more than does the contract.

Such a contention is as unsound as the others, because—

(a) Conceding for argument that it is necessary in this war to take out 15,000 barrels a day from the Elk Hills reserve, the contract not only makes provision for 15,000 barrels daily, but it does much more—it also opens up to complete exhaustion the whole of both Navy's and Standard's lands in the Elk Hills reserve. If the Government acquired Standard's lands, and if the present war does require some limited production from Elk Hills, that production, and only that, should occur. There should be no commitment, as under the contract, to complete exhaustion whenever an executive officer so decides. The issue presented by the argument is a question of degree: Whether we are to embark on a venture of inviting full development to meet a need which the proponents admit is limited, or whether we shall by acquiring all the lands in the Elk Hills reserve make

certain that any development shall be confined to such limited need.

Admitting again that the present war requires the taking of 15,000 barrels a day from the Elk Hills reserve, why does the Navy Department seek the power to be able at any time to go to the extreme of using up all of the reserves, including shale?

COST

It has been argued that the proposed contract should be authorized because it would not cost the Government any money.

The answers to such argument are obvious. In the first place, the contract in nowise achieves conservation, but the contrary, whereas acquisition of Standard's lands is the only method of conserving and enlarging what we have.

In the second place, the contract will now, and hereafter until the reserve is exhausted, cost the Government money. The Attorney General pointed that out in his formal opinion that the functioning of the contract would require present and future appropriations by Congress. The financial commitments of the Government under the contract are:

(a) The Navy is obligated to pay its percentage share—approximately 64 percent—of the operating costs. Now, even though this, or all of this, will not be required now, but only as and when oil is produced for the Navy, yet the contract creates this clear liability.

(b) Navy is to assume to pay, and to ultimately pay off, as and when further development work occurs in the Stevens zone, approximately \$732,089.70 of Standard's prior development costs of \$1,118,519 in that zone. This is real money, and the requirement of paying it may arise sooner than later, but is assured in any event.

(c) If Navy wants to produce any oil for itself while Standard is getting the 15,000 daily barrels of assured oil, then Navy will have to currently pay all development and operating costs in connection with such production, since all present facilities are devoted to producing Standard's 15,000 barrels.

(d) If the Navy wishes to make any studies to ascertain whether the initial 64-percent participation is fair to it, and common prudence may dictate that it will, then it will have to drill exploratory wells, and will be required to pay the cost of them, unless Standard's representatives on the engineering committee—that is, unless Standard—approves such drilling. It is within the realm of possibility that Standard may be content with the present percentages, and will not approve such drilling but will leave the monetary risk to Navy of any attempt to secure data to revise those percentages. This would cost the Navy money. Further, even though Standard did approve such drilling, Navy would have to currently pay its percentage—64 percent—share of such costs, and this will cost the Navy money now, unless Standard should decide to and need to take the oil from such wells to make up its 15,000 daily barrels. Of course, if such drilling does not bring in any productive well, then there would not be any possibility that Stand-

ard would, or even could, take over Navy's current liability for the drilling.

(e) The same considerations hold true as to any Navy drilling, without Standard's agreement to establish any new zone—without Standard's agreement—Navy will bear and currently pay the entire costs of such drilling, unless the drilling is successful, in which event Navy will still bear its share, and it will then have to currently pay its share, unless again Standard decides to take production from the wells drilled in order to make up its 15,000 daily barrels.

(f) After the primary period Navy will have to currently pay its share of the costs of maintaining the reserve over and above the amount, which Standard alone will currently pay, involved in extracting the amounts of oil sufficient to enable Standard to raise money for its maintenance costs and taxes.

(g) Navy will have to provide its own oil storage facilities, and pay for them.

(h) Navy must finance any program to extract helium.

(i) Navy must currently pay all costs of any program to ready the reserve for immediate quantity production.

I do not say that all or many or any of the above provisions are from a business standpoint, unfair to the Navy, or that they indicate overreaching in a bargain by Standard; nor do I inquire whether as a business matter some of the provisions may work to the benefit of one party or the other; but I do say that the provisions of the contract summarized above conclusively show the fallacy of any contention that the contract will not cost the Government any money now or in the immediate future.

These conclusions I have reached from an analysis of the contract, and they are fortified by the further consideration, outside the terms of the contract; that is, since, as it is contended, the 15,000 daily barrels of oil would be produced for the war effort, then, it follows, that the Government is the intended and prospective buyer of that oil. Therefore, as a result of the contract, and the event which will follow, the Government will be put to an expenditure now or as the oil is produced in order to acquire it.

ACQUISITION BY PURCHASE OR CONDEMNATION

It has been urged to the Naval Affairs Committee that we should enter into this contract because it will enable the Government to avoid the speculative or uncertain element inherent in a condemnation of Standard's land, arising from the fact that no one knows just how many barrels of oil are under Standard's lands, and perhaps there will not be as much there as a jury in condemnation should decide; so that the jury's determination of this uncertain factor may result in giving Standard a better price than it should have for its lands.

I think this argument would come with better grace if those who urge it were not at the same time pressing for adoption of a contract which includes as its keystone as great an uncertain element on the same subject matter, namely, the measuring of the content

of the underground in oil sands or formations.

There is no difference between the uncertainty inherent in the contract and that which would be involved in purchase or condemnation of Standard's lands. In the case of purchase or condemnation qualified engineers, after a study of all available data and of the history of past operations, would testify in court that their opinion and conclusion is that Standard's lands contain so much oil-bearing sands or formations in which was a stated amount of oil. In the case of the proposed contract, the engineers have, following a study, reached opinions and conclusions that there are oil-bearing sands or formations of determined area under Standard's lands, and under Navy's lands, that the percentage of the whole under Navy's lands is approximately 64 percent and under Standard's lands 36 percent, or some such percentage. That is what happens in any event and it is all that happens.

It may be considered by some that the Government should enter into this contract, because the other alternative, a condemnation of Standard's lands, will involve the expenditure of a vast sum of money by the Government.

I agree with the proposition that the Government should not expend money recklessly or foolishly. But I have reached the conclusion that the money involved in purchase or condemnation would be wisely spent.

It is not necessary to approach this problem as though it were now being for the first time presented to Congress. Congress, in the act of 1933, considered, and decided this question, and it then approved purchase or condemnation and authorized the appropriation of the necessary funds. The purpose sought to be achieved was to insure the Navy's lands against drainage if that protection could not be achieved by other methods.

The question then remaining is whether it would be unwise to spend the money necessary to achieve the beneficial results of enlarging our reserve and assuring its conservation in the ground. Standard has put a value on its lands in the reserve, it is said, of \$146,373,862, which the Navy considered exorbitant. The fair value in Navy's opinion is not now known, but it can be assumed that it is considerably lower than Standard's figure. Whatever the cost charged in condemnation it would be less than Standard's hold-up purchase price, and, more than that, American citizens would fix the price.

Against this sum of \$146,373,862, we should set up the expenditures made to acquire our fighting equipment and shore stations which served it. The amount to be paid for the oil lands would be comparatively insignificant, and, of course, the value of the preservation of this Nation is not measured by money. But it is not necessary to take such a broad basis for comparison. Compare the amount of money in question with the cost of a single modern battleship and bomber plane, and it is seen that we now, without hesitation or debate, spend more than that much money for only 2 such

battleships and for quite a few less than 100 of the big bombers.

The money question then is this: Is the assurance of possibility of fuel for victory in future battles and wars worth now to us the amount of money we spend now on 2 battleships or less than 100 bombing planes?

The wisdom of this expenditure cannot only be tested against national insurance, but it can be examined on the basis of a commercial business transaction. This approach to the problem sustains the proposal for the Government's acquisition of Standard's lands. The money would not be sunk into a venture or article that would depreciate and, in time, be lost. The Government would get value, of a continuing and permanent character, for its money. The oil purchased would be a good and desirable investment from a business standpoint. There has hardly ever been in the past, and it is most unlikely there will be in the future, a time when there is any more secure investment for money than in proved oil lands. It is not unfair to Standard, whose leaders are businessmen, for the Government to learn from them a lesson in investment. It is because Standard can conceive of no better and no more conservative an investment than these proved oil lands that Standard wishes to retain them. The money spent in condemnation will not be loss of money to the Nation, but the gaining of an asset.

There is a further matter that should be considered when the subject is approached from a business point of view. If under the contract method the oil would be saved for the time when the Navy would use it, as the proponents of the contract hope and intend though such is not assured by the contract, the Government would at that time have to buy or pay for the oil anyway. The contract would not obviate this later expenditure. It is safe to assume that the price of oil will not decline. The probability is, with oil becoming scarce, that the price of crude oil will increase in the future. So without considering any possible increase or decrease in the cost of extracting and refining the oil, at present the acquisition will probably be less expensive than purchasing oil in the future.

We thus acquire oil in the ground and pay its value as such—which, naturally, is less than oil out of the ground—to which has necessarily been added the costs of development and extraction. The future acquisition of the oil out of the ground will require a larger immediate outlay; while acquisition in the ground now, and later payment of costs of extraction, will spread the Government's total expenditures into what might be classed as one for purchase and one for development when needed later on.

LOCAL TAXES

Some have favored the proposed contract and have made objections to condemnation on the ground that the latter would cast on the local county government in Kern County, Calif., a great burden by reason that it would lose tax revenue from the lands of Standard that the Government would acquire.

I am keenly interested in all local government, and feel that no injustice should be done any. But the taxes which Kern County will get from Standard if we enter into the contract will be raised by Standard by extracting oil from the ground and selling it.

The local taxes will come out of oil and, in so doing, will add to the depleting of the oil in the ground. This is contrary to conservation and contrary to the broad national interest.

The issue for us, then, is whether the present local tax situation should be preserved at the cost of having used up oil which would otherwise be kept in the ground for the benefit of the whole Nation, including Kern County, when the national life is at stake.

I feel the national interest comes first in this case.

CONCLUSION

In an effort to bring home the importance of assuredly saving the oil in the ground, I have pointed out the purpose of the reserves, which is to save the oil for fighting craft only, and only when other supplies are exhausted; I have shown the wisdom of the policy of assuring that the oil shall be preserved in the ground, and the danger of permitting even the possibility that it may be used in whole or in part before its time; I have shown that even the clear mandate of law has not been, even as late as 1942, sufficient to keep the reserves out of danger; I have shown that the proposed contract in reference to Elk Hills will expose the reserves to exploitation, and, according to experience, bring about their use and exhaustion; I have shown that the only feasible method of assuring the inviolability of the reserves is the continuation of the present law the rejection of this contract and bill S. 1773, and the purchase or condemnation of the privately owned lands in the Elk Hills reserve. I submit that, therefore, the path of action for us is clear and unmistakable.

I will add only a few other final remarks. After the 1942 Elk Hills contract was held illegal the Navy entered into a so-called temporary operating agreement for 90 days with Standard, which permits the latter to operate and take oil out of Navy's lands in the Elk Hills reserve—subject to a limitation of production to 15,000 barrels a day—from the joint lands of both parties, and providing that Standard pay for the oil taken from Navy's lands. Later this agreement was revived for another 90 days. At those times, because of the necessity of terminating the illegal agreement of 1942 and inadequate time for study as to the legality of the temporary agreement, the Naval Affairs Committee of the House consented, and, for legal support, rested on the opinion of the Attorney General, who approved the temporary operating agreement.

Since that time I have studied the matter further and have reached the conclusion that unless the oil being taken out of the Navy's lands is being extracted as a drainage protective measure, then the temporary agreement is illegal. On the face of the temporary agreement it would appear that there is presently only

a production from Navy's lands for sale, not for protection from drainage. Some of the oil is coming from wells drilled under the 1942 illegal agreement and these wells were not drilled for protection but for quantity production. It has not been made to appear to the House Naval Affairs Committee that the present production is protective. I now wish to let it be known that unless it is shown to the committee that the production now being made is merely protective, then I shall not consent to any further renewal of the temporary operating agreement, and shall insist that the act of 1938 be enforced.

Finally, in connection with S. 1773, and the question of purchase or condemnation, let me remind you that the Secretary of the Interior has proposed, and possibly begun to undertake, the construction in Arabia of an oil pipe line that is estimated to cost \$165,000,000, or as much or more than it will cost to acquire Standard's lands in Elk Hills. I say to you that 1 barrel of oil safely conserved in the ground in the United States is worth more for the ultimate defense of this Nation than 1,000 or 10,000 barrels in Arabia. If we let go by this opportunity to enlarge and guard our domestic reserves, because of the cost involved, a cost which is comparatively insignificant, then we have endangered the Nation at what may in the future be its most vulnerable point—a supply of oil to enable our ships and planes to protect it.

To repeat:

The Navy has long recognized the fact that the private lands in the reserved area must some day be acquired by the United States—first, to protect and make possible the reserving of the oil and gas in the Government's lands by removing the threat of drainage should such lands be developed; and second, to augment the reserves of oil and gas in the United States because of the Nation's ever-increasing requirements.

The company is fully cognizant of the desire and necessity for the Navy to acquire its holdings in the reserve and believe that common sense would dictate that the Government acquire them at the present time. * * * Fully expecting the Government to start action to obtain the lands either by purchase or condemnation in the near future, the company has commenced drilling sufficient test wells. * * * The Navy Department does not believe that this project should be delayed until after the war emergency, but strongly recommends that the lands be secured at the earliest date possible for the following reasons:

Among them—

The effect of the Standard Oil Co.'s drilling to date has been to delineate partially the extent and to indicate the productivity of the unknown oil sands of the untested area of the field. * * * While these discoveries have added millions of barrels to previous estimates of recovery oil from both Government-owned and privately owned lands in the reserve, they have also made it even more essential in my mind that the United States acquire now all lands of the Standard Oil Co. of California in Naval Petroleum Reserve No. 1.

That argument and that conclusion seems to follow logically and inescapably from the things I have discussed in this statement. The language is not mine.

The same conclusion was reached by Secretary Knox on February 23, 1942, in his letter to the President; and the President said on March 21, 1942, in response to that letter—

You are authorized to proceed immediately with negotiations toward the purchase, if possible—

And—

if satisfactory arrangements cannot be promptly concluded with the owners, then you are authorized to institute condemnation proceedings through the Department of Justice.

And the Congress since 1938 has said that the Secretary "is hereby authorized, with the approval of the President, to acquire such privately owned lands or leases in Naval Petroleum Reserve No. 1 by purchase or condemnation."

In the face of all of this why do we not carry out the conclusions of the Secretary, the direction of the President, and the mandate of the Congress and acquire this property now?

The Clerk read as follows:

The Secretary of the Navy is authorized, in accordance with the provisions of the act approved April 4, 1944 (Public Law 289), to enter into contracts for public-works equipment, materials, and construction, including collateral public-works items and the acquisition of land, in the amount of not to exceed \$1,474,931,400 and without regard to the provisions of section 3709, Revised Statutes: *Provided*, That \$1,000,000,000 of such amount shall apply exclusively to advance base construction, material, and equipment: *Provided further*, That no part of these funds shall be used for the construction of new naval facilities or the enlargement of existing naval facilities in the continental United States in cases where existing facilities (owned or controlled privately, or by the War Department, or by other Federal agencies, or by States, or by other public bodies) are available and suitable for the Navy's purposes, and which will cost less for capital outlay and maintenance and operation (considering these and other ascertainable factors of comparable cost, including use of naval personnel) than such new naval facilities or the enlargement of such existing naval facilities.

Mr. VINSON of Georgia. Mr. Chairman, I make the point of order against the language beginning on page 26, line 15, and ending on page 27, line 2, that it is legislation on an appropriation bill.

Mr. SHEPPARD. Mr. Chairman, we concede the point of order.

The CHAIRMAN. The point of order is conceded, and the Chair sustains the point of order.

The Clerk read as follows:

Sec. 119. Notwithstanding the provisions of any other law, all special fund receipt accounts and special fund appropriation accounts established for housing projects developed under provisions of the acts of June 28, 1940 (54 Stat. 676); September 9, 1940 (54 Stat. 872); October 14, 1940 (54 Stat. 1125); March 1, 1941 (55 Stat. 14); May 24, 1941 (55 Stat. 197); and December 17, 1941 (55 Stat. 810), are abolished as of June 30, 1944, and all moneys then on hand or thereafter derived from the rental or operation of such housing projects shall be covered into the Treasury as miscellaneous receipts.

Mr. SHEPPARD. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. SHEPPARD: Page 55, after line 21, insert the following section:

"SEC. 120. If at any time during the fiscal year 1945 the termination of the act entitled 'An act to provide temporary additional compensation for employees in the Postal Service,' approved April 9, 1943, or of the act entitled 'An act to provide for the payment of overtime compensation to Government employees, and for other purposes,' approved May 7, 1943, shall be fixed by concurrent resolution of the Congress at a date earlier than June 30, 1945, the appropriations contained in this title shall cease to be available on such earlier date for obligation for the purposes of the terminated act and the unobligated portions of appropriations allocated for the purposes of such terminated act shall not be obligated for any other purposes of the appropriation during the fiscal year 1945."

Mr. SHEPPARD. Mr. Chairman, this is the section that we have been placing in all of the regular annual appropriation bills to recapture overtime compensation money, should the authority to pay such overtime cease before the end of the fiscal year 1945. It was omitted from this bill entirely through inadvertence. Textually, the provision is identical with those that have gone before.

The CHAIRMAN. The question is on the amendment offered by the gentleman from California.

The amendment was agreed to.

Mr. SUMNERS of Texas. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I take this time of the Committee to make a suggestion, I think an important suggestion. I have been reading some of the signs of the times and some newspapers. I am convinced that we are doing entirely too much talking about post-war business. It is a fine thing for us to consider our post-war problems, make whatever preparation we can for the future, but we are overdoing the talking end of it. Our troops are exactly where they were weeks ago in their march on Rome. We have only begun the recovery of what we lost in the Pacific one Sunday morning because we lacked the caution which the realization of our danger would have given. It is a mighty bad thing to divert the attention of the country too much from the fact that the first thing to do is to get us a post-war. There is not a bit of doubt about it.

I have studied human nature all my life and know that people work harder, more unitedly, accomplish more, and protect their interest better when they realize they might lose, than when they feel they have a cinch. Supposed to be cinches are dangerous. I do not care whether it is fighting a war, fighting a political campaign, or doing anything else on this earth that human beings do. The most dangerous thing is a supposed cinch. It is only the last battle that wins a war. Too many things can happen. Allies may fall out. Separate peace can be made. New implements of war may be invented making existing equipment obsolete. This continued statement we are bound to win is not the sort of thing to speed ourselves on.

We are doing too much talking of the same sort as before Pearl Harbor. If

we could have realized before Pearl Harbor that this country was really in danger of getting into serious trouble or might even lose the war if we were not wide awake to our danger, we would not have had a Pearl Harbor disaster. We were saying then, if we get into trouble with the Japs we will clean them up before breakfast. That was dangerous. People have to watch themselves. They have to watch the drift of their own psychology. Our best and safest psychology would be we could lose the war. That would not make us lose the war. That would make us work harder to keep from losing it, would help get as many of our boys back home as soon as possible, home alive; victorious. The average person who pays any attention to what he reads in the newspaper could well think that we have just about got through with this war. Spending all kinds of money, sitting on all sorts of commissions and committees figuring out what we are going to do with these conquered countries. That is all right in a way, but we had better conquer some countries first, before devoting too much time and talk to their post-war treatment.

When the Germans were moving toward the Maginot line the French people were being told how impregnable it was, how certain they were to win. They put into their own national structure the element of weakness which assurance gives. Strife, struggles internally for profits and gains, for group and class advantage—these things were present when the Maginot line was broken. Then consciousness of a common danger exerted its solidifying, unifying, revitalizing influence. A united people with but one purpose, with much of industrial France in German hands, produced incredible quantities of war materials. Men, women, and children worked until they dropped in their tracks, we are told, but it was too late. I am not opposing reasonable consideration of post-war problems, but the first thing in point of sequence and of importance is to get us a post-war. We can see our problems in clearer detail then. There is too much battle smoke just now. We can get a better inventory then of what material the world will have available for its rebuilding, including the attitudes of peoples of the world. This running around and talking so much by these post-warites could be cut at least half in two and the public interest would not only not suffer one bit, but would be much benefited. The American people are not jittery. They do not need to be jolled along. They are not going to quit. The greatest disservice which can be rendered to any contestant, whether it be an individual or a nation, is to create the impression that he or it has a cinch. Egotism breeds incaution and incaution may breed disaster.

Mr. McCORMACK. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, there is a great deal in what the gentleman from Texas [Mr. SUMNERS] said, because the first job we have is to win the war. The best state of mind for the American people to possess is not one of despondency, but

one of grim determination to do the job as quickly as possible. If I interpreted the mind of the gentleman from Texas [Mr. SUMNERS] correctly, he did not mean to say that the American people should be pessimistic or discouraged, but they should realize that no matter how good things might appear to be going, we are engaged in a war with a powerful enemy and, while the picture has changed from what it was a few years ago, that is no reason why we should get overconfident. If my interpretation of his mind is correct, I am in thorough agreement with him. The best way we on the home front can contribute is by possessing what I have stated publicly on many occasions, a feeling of grim determination to do everything we can as individuals, and to make every sacrifice we can in our own little way toward hastening the termination and the winning of the war. In other words, toward winning the war as quickly as possible. If we lose the war, everything and every ideal that we, as individual Americans, without regard to party, race, color, or anything else, believe in and love, and we stand on one common ground, the great rights guaranteed to us by the Constitution, and every ideal that our Government stands for will be meaningless and will fall to the ground. So I agree with the gentleman from Texas. His remarks are very timely. While we can give proper consideration to matters that reasonably will confront us in the immediate future, we should not overemphasize the important questions which confront us to the neglect of doing those things that are going to win the war.

There is just one observation I want to make. We are now passing a Navy appropriation bill. I am not going to bring up the past. In making the observations that I am, it is not bringing up the ghosts of the past, because we have to profit by past experiences insofar as our present and future planning is concerned. We now have the most powerful Navy the world has ever seen. The necessities and exigencies of war have produced that Navy. The United States is so located geographically that our Navy is essentially its first line of defense. I think that will be true in the future as it is at the present time and has been in the past. Without discussing what has happened in the past, but thinking of the present and the immediate future, and this does not conflict with the observation made by the gentleman from Texas [Mr. SUMNERS], I do hope that after this war is over, whatever party and individuals might be entrusted with the control of our Government, and I make this observation without regard to party, I do hope those who are entrusted with the conduct of our Government after the war is over, and victory comes to our cause, that this great Navy of ours which we have built will not be sunk. Our Navy is our first line of defense. We will need it after the successful termination of this war just as much as we have ever needed it in the past and as we need it now as our first line of defense. I take the floor to make these few observations and to

state that if I am a Member of Congress when that day arrives, if any effort is made to decimate the Navy of the United States, whether I am in the majority or in the minority, and whether my party is in control of this House or not, I shall do everything within my power to preserve the integrity and the strength of the United States Navy and to always have it in a position where it will be what it has to be—our first line of defense.

The CHAIRMAN. The time of the gentleman from Massachusetts has expired.

Mr. PLOESER. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I am intensely interested in the very keen observations made by my distinguished colleague the gentleman from Texas [Mr. SUMNERS] and by my distinguished colleague the gentleman from Massachusetts, the majority leader [Mr. McCORMACK]. There have been many warnings made against overconfidence, either as to date of victory or as to ultimate victory in this war. I think if properly publicized and handled by the press of the Nation, the very action of this House this day is indicative of the fact that the appropriating authorities in this Government are not overconfident.

We today have the largest Navy in the world, and if compelled to, could fight this war to its ultimate finish with our present-day Navy. We today have the greatest Air Force in the world, and if compelled to, could probably fight to an ultimate finish in this war without any increase in the size of the Air Force. Our Army is likewise great in strength. If this House harbored any feeling of overconfidence we would not here today unanimously, as we will in a few minutes, authorize an expenditure of \$32,000,000,000, not for just the maintenance of the Navy, but for maintenance plus an enormous program of expansion.

Our Navy will not reach its peak strength until the middle of the calendar year 1945 either in men, or in ships, or in aircraft. Is it difficult to interpret that we believe this war is dated in its ultimate end beyond that period? If we did not believe so, why would we set our sights for a peak strength of power more than 1 year hence?

It was only earlier this afternoon when I made the plea that this Navy be kept for all times the strongest of all the navies of the world. While I have only the right to speak for myself as a Member of the minority, I think I could assume without any fear of contradiction, that I speak also for the other two distinguished Members in the minority. Yes; I would dare say for all of the Subcommittee on Appropriations handling this bill.

We will soon appropriate in excess of \$50,000,000,000 for the Army. We all realize that only 40 percent of this bill is being paid currently and that the remaining 60 percent of this bill is a debt on the future of the Nation; that it is a burden to our children, to their children and to their children for goodness knows how many generations to come. Would we project that burden on to posterity if we felt overconfident as to

the date of victory in this war? Of course we would not. So no words or act of this House today should be interpreted to the country or to the world that we feel the date of victory is near at hand—a matter to be accomplished within days, or even weeks, or even a very few months. I do not think there is any military authority in this Nation, if in the world, that dates the conclusion of the Pacific war any earlier than 2 years beyond the conclusion of hostilities in the European theater. If any of us on our committee had any such ideas we would not be asking this House to authorize \$32,000,000,000 for the Navy, at the same time anticipating that the subcommittee for the War Department will, one of these days in the very near future, bring in an authorization, which I can only guess will be somewhat short of \$55,000,000,000; certainly in excess of \$50,000,000,000. I, for one, want to cut the expenses of this Government to the bone at the earliest possible date. I so vote at every opportunity. When I join in this request for thirty-two billion it is because I am concerned and determined.

The CHAIRMAN. The time of the gentleman from Missouri has expired.

Mr. PLOESER. Mr. Chairman, I ask unanimous consent to proceed for 3 additional minutes.

The CHAIRMAN. Is there objection? There was no objection.

Mr. PLOESER. Such actions by this House are acts of determination. Our words are words of confidence in the future, but not overconfidence. If we were cocky about the outcome of this war we would go on in the belief that we can destroy our enemies with what we have. But we are not cocky about it. We know that we are in a struggle to the death as it applies to nations. We have not won. There are still many pitfalls ahead of us. There is no absolute surety that we will win, save that we still have confidence in American ingenuity and American ability and in American determination and American tenacity to stick to the job until we do win. For that victory and the hope for the tranquility of peace after victory we are willing to mortgage our future, as we do today.

Those who have the duty of interpreting the acts of this Congress to the Nation should say this simple thing, "That the Congress is determined that this war shall be won and is withholding no resources to the end that it shall be won; but that the Congress is not cocky; the Congress does not believe that this war has been won. The greatest evidence possible that we do not have that spirit of cockiness, is the fact that we appropriate, not to maintain the strength of the Navy, the largest Navy in the world today, but to build it to such an extent that it is many times larger in men, ships, and power than any other navy in the world, particularly that of our most potent adversary, the Japanese Navy." While the obligations of secrecy of war do not permit an estimation of how many times larger it will be, I say that the hope of this committee, the hope of this Congress, the hope of the Navy Department, is that the striking power of our Navy

will be so potent that no one adversary, no combination of adversaries yet to be formed, could stand up against the naval power of the United States of America.

The CHAIRMAN. The time of the gentleman from Missouri has expired.

Mr. KEEFE. Mr. Chairman, I move to strike out the last three words.

Mr. Chairman, I think it is extremely proper, before the debates are concluded on the bill under consideration that the remarks just placed in the Record by the distinguished gentleman from Texas [Mr. SUMNERS], the distinguished majority leader [Mr. McCORMACK], and the distinguished gentleman from Missouri [Mr. PLOESER], who just addressed us, should have been uttered. The distinguished majority leader indicated the hope that never again would we sink the ships that now constitute our Navy. I assume, as he stated, that he intended no tinge of partisanship to be implied from that statement. I think it can be readily said that such a statement perhaps reflects the present attitude of the membership of this House on both sides, as well as the attitude of the people of this Nation. I think it is well that that statement be repeated and repeated again and again, if you please, because my recollection is that opinions change with times. I recall the attitude, after the last World War. That attitude was not one that was dominant among the Republicans of this Nation, that there should be disarmament. It was a universal attitude that was prompted by people burdened all over the world with taxation in the race for competitive armament of nations.

I recall very distinctly reading the contemporary literature of that time from 1918 to 1921 and how this Nation took the leadership in the effort to effect naval limitations. I recall the conference that was held and the treaty that was entered into. In the light of events that have transpired in the years that followed, we can perhaps say, using our so-called vernacular hindsight, that the attitude of the people of the world as reflected in that treaty perhaps was not the right attitude. At least, however, it reflected the attitude not only of Republicans but of Democrats as well, and people throughout the world who were demanding relief from this intolerable race for armaments. Because the distinguished majority leader in a speech which he recently made up at Boston asked the people of the Nation to read the record, I spent some of my time during this recess doing that very thing. I intend to speak at some length upon the subject a little later. Having had the opportunity to do a little research, I went back and read some of those historic documents that we call political platforms. I read them all from 1900 right down to date, and in line with the very thought that the gentleman is now speaking about I find his party down at Houston when they nominated Al Smith in 1928 adopting a platform damning and criticizing the Republican Party of this Nation.

Mr. McCORMACK. Mr. Chairman, will the gentleman yield?

Mr. KEEFE. In a moment.

Why? Because they had failed to go far enough in the matter of naval limitations.

The CHAIRMAN. The time of the gentleman from Wisconsin has expired.

Mr. KEEFE. Mr. Chairman, I ask unanimous consent to proceed for 5 additional minutes.

The CHAIRMAN. Without objection, it is so ordered.

There was no objection.

Mr. KEEFE. The gentleman from Massachusetts will recall that. I do not say this in any spirit of criticism or bitterness but merely to call attention to the fact that people's minds do change. The Naval Limitation Treaty of 1921 and 1922 asked only for the sinking of battleships. It is really funny to read some of these platforms of the past and see how sentiment changes. The Republican Party which was responsible for the calling of the naval-limitation conference was bitterly assailed and bitterly condemned by the Democratic Party because they did not provide for the sinking of the whole Navy but provided only for the sinking of battleships; condemned because they did not provide for the destruction of airplanes, the destruction of submarines, the elimination of poison gas, and the destruction of cruisers. How public opinion does change! Yes; the opinion of political parties does change; 1928 to 1944, the lapse of just a few years, and now the hope expressed is that we will never again sink a single ship. I congratulate the distinguished gentleman from Massachusetts that he and many on our side and citizens generally throughout the country are now determined to renounce that old philosophy of bitterness and come to a common agreement that we built this Navy for the protection of the United States and that we intend to keep it for that purpose.

I now yield to the gentleman from Massachusetts [Mr. McCORMACK].

Mr. McCORMACK. The gentleman will note—and I think he has interpreted my mind—that I was looking to the future. I deliberately refrained from going into the past because it would only confuse the present situation and future consideration of the problems. We are never going to decide present and future problems by having recourse only to the past except where we can utilize it as an assistance to clear thinking and in establishing a sound policy.

Mr. KEEFE. I thank the gentleman for the fine contribution but I might say again that I was prompted to look to the past because of the suggestion of the gentleman himself made to the people of this country that they read this CONGRESSIONAL RECORD and find out what is in it and see what happened down there at Washington. I went just a little bit further than reading the RECORD itself, I went quite a ways back to find what happened. I believe the gentleman will concede and admit that times do change, that conditions do change, and that the gentleman is eminently correct that we should not look back too far and rake up too many of these old sores, because my examination of the RECORD discloses some obvious changes of position of the dis-

tinguished gentleman from Massachusetts, which might cause great embarrassment if referred to today—

Mr. MICHENER. Mr. Chairman, will the gentleman yield?

Mr. KEEFE. I yield.

Mr. MICHENER. I was here at the time of the disarmament conference in 1921. Together with other Members of the House I think I attended every one of the plenary sessions of that conference. We were all gratified at that time to see Charles Evans Hughes; Oscar Underwood; the great Democratic leader of the Senate, Joseph T. Robinson; and the great Republican leader of the Senate standing side by side in that conference doing that which they thought at that time was for the best interests of the world and the best interests of United States. Let us not be partisan about those things.

Mr. McCORMACK. Mr. Chairman, will the gentleman yield?

Mr. KEEFE. I yield to the distinguished gentleman from Massachusetts.

Mr. McCORMACK. Did I say anything of a partisan nature? I was looking to the future. My friend from Michigan is referring to the past. We have got to agree at least on trying to formulate a policy. I feel that the observation of the gentleman from Wisconsin about times changing is correct. The important thing is that we should attempt to try in our own way to formulate what we consider to be healthy, sound public opinion.

Mr. KEEFE. Yes; I am glad to have the gentleman say that. I took him at his word that he meant nothing political. In previous times, of course, I have heard remarks made on this floor that would indicate the contrary. I just wanted to keep the record straight, that is all.

The CHAIRMAN. The time of the gentleman from Wisconsin has again expired.

Mr. HINSHAW. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I hesitate in changing the subject at this point because the discussion up to this point has been very entertaining, but I want to present a few facts to my colleagues concerning how we may be able to cure much of this current manpower shortage, if you will bear with me for a few moments.

The manpower shortage can largely be cured at a negligible increase of cost by going from three 8-hour shifts to two 10-hour shifts. I wish to present some figures for your consideration and to consider a situation in a hypothetical industry where the average base wage rate is \$1 per hour, where 12,000 workers are employed equally divided in 3 shifts.

I do not know how many of you know it, but the day shift always works its full 8 hours for 8 hours' pay. The swing shift works 7½ hours for 8 hours' pay plus a 10 percent bonus.

The graveyard shift works 7 hours for 8 hours' pay and with an added 15 percent bonus. If you consider a 12,000-man industry at 4,000 workers per shift and take the actual working hours of 8 hours in one shift, 7½ hours in the next shift and 7 hours in the third, you will find that they total 90,000 man-hours

per 24 hours in that industry. If the plant facilities are adequate, and you can divide those 12,000 workers into two equal shifts at 6,000 per shift, the actual working time of the day shift will be 10 hours for 6,000 men and 9½ working hours for the swing shift of 6,000 men, totaling 117,000 man-hours. In other words, you have increased the manpower utilization in that industry by 27,000 man-hours per 24 hours, which is the equivalent of adding to that industry 3,375 employees or 28 percent. If you reduce the number of workers employed to turn out merely a 100-percent production on the two 10-hour shifts basis you will make available to other industries 23 percent of the total force, thereby aiding in relieving the manpower shortage elsewhere.

Furthermore, when you reduce the number of shifts from three to two, you have available added supervisory personnel. As everyone knows, we have a very great shortage of capable, experienced supervisory personnel. If one-third of them can be either culled out or utilized more profitably in the other two shifts, much improvement could be made in the production itself.

I have prepared some cost figures which show for the 4,000 men per shift on a three 8-hour shift basis a total cost of \$104,000 per day. The total cost per day at the base average rate of \$1 per hour would be \$104,000 for 90,000 hours of actual working time. When you divide one into the other you will find that the result is \$1.15½ an hour average wage.

If you utilize two 10-hour shifts of 6,000 men at \$1 per hour for 8 hours plus time and a half for the 2 additional hours and the 10 percent bonus for the swing shift, you arrive at a daily pay roll of \$138,500. The actual working time on the two-shift basis is 117,000 hours per 24-hour day. Dividing the hours into the pay roll, you will find that the cost per hour will be \$1.18½, an increase of 3 cents per hour for the average wage in the plant over the three-shift basis.

It seems to me that in order to make available 3,375 additional man-days of work, or 3,375 additional men for the war effort, the added cost on the average of 2½ percent is not very great. Furthermore, by concentrating the supervisory force into 2 shifts, a net over-all improvement in production should be had which could very easily offset completely the small additional wage cost per hour and might in fact turn it into a saving.

Therefore, and I am speaking here of the theoretical maxima, by going from three 8-hour shifts to two 10-hour shifts, we could increase production up to 128 percent, or if only 100 percent is needed, we could stand a decrease in working forces of 23 percent.

Several plants on the Pacific coast have already made this change and found it advantageous in curing manpower shortages, particularly where there was a shortage of skilled workers. I am informed that workers are not at all averse to it as 10 hours' work brings time and a half for an additional 12 hours per week. Some absenteeism may develop, but, generally speaking, the plan has in many

cases relieved the necessity for employment of many who are in the habitual absentee group. I think it is worth trying in more industries during the war, and so recommend.

The CHAIRMAN. The time of the gentleman has expired.

The pro forma amendments were withdrawn.

The Clerk concluded the reading of the bill.

Mr. SHEPPARD. Mr. Chairman, I move that the Committee do now rise and report the bill back to the House with an amendment, with the recommendation that the amendment be agreed to and that the bill as amended do pass.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker having resumed the chair, Mr. SPARKMAN, Chairman of the Committee of the Whole House on the state of the Union, reported that that Committee having had under consideration the bill (H. R. 4559) making appropriations for the Navy Department and the Naval Service for the fiscal year ending June 30, 1945, and additional appropriations therefor for the fiscal year 1944, and for other purposes, had directed him to report the same back to the House with an amendment with the recommendation that the bill as amended do pass.

The SPEAKER. Without objection, the previous question is ordered.

There was no objection.

The SPEAKER. The question is on agreeing to the amendment.

The amendment was agreed to.

The SPEAKER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER. The question is on the passage of the bill.

The question was taken; and on a division (demanded by Mr. PATMAN), there were—ayes 50, noes 0.

Mr. PATMAN. Mr. Speaker, I object to the vote on the ground a quorum is not present.

The SPEAKER. The Chair will count.

ADJOURNMENT

Mr. McCORMACK. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 4 o'clock and 8 minutes p. m.) the House adjourned until tomorrow, Friday, April 14, 1944, at 12 o'clock noon.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

1429. A letter from the Secretary of Labor, transmitting a report of statistical studies performed by the Department of Labor for other than Government activities during the period January 1, 1942, to December 31, 1943; to the Committee on Labor.

1430. A letter from the Secretary, Smithsonian Institution, transmitting quarterly estimate of personnel requirements for the Smithsonian Institution for the quarter ending June 30, 1944; to the Committee on the Civil Service.

1431. A letter from the Administrator, National Housing Agency, transmitting a revised copy of the first page of their ceiling request for the fourth quarter containing the required analysis of the employees requested for the quarter, in substitution for the corresponding information in the request transmitted on April 5; to the Committee on the Civil Service.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. COX: Committee on Rules. House Resolution 498. Resolution providing for the consideration of H. R. 4254, to extend for 1 year the provisions of an act to promote the defense of the United States, approved March 11, 1941, as amended; without amendment (Rept. No. 1350). Referred to the House Calendar.

Mr. BLAND: Committee on the Merchant Marine and Fisheries. H. R. 3646. A bill to amend section 42 of title 7 of the Canal Zone Code; without amendment (Rept. No. 1351). Referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of rule XXII public bills and resolutions were introduced and severally referred as follows:

By Mr. KEARNEY:

H. R. 4571. A bill to grant a nonquota status to certain alien veterans and their wives; to the Committee on Immigration and Naturalization.

By Mr. LEA:

H. R. 4572. A bill to amend the act entitled "An act authorizing the attorney general of the State of California to bring suit in the Court of Claims on behalf of the Indians of California," approved May 18, 1928; to the Committee on Indian Affairs.

H. R. 4573. A bill to amend the Interstate Commerce Act, and for other purposes; to the Committee on Interstate and Foreign Commerce.

By Mr. PETERSON of Florida:

H. R. 4574. A bill to amend the Boulder Canyon Project Act, approved December 21, 1928; to the Committee on Irrigation and Reclamation.

By Mr. FERNANDEZ:

H. R. 4575. A bill to amend section 2 of the act entitled "An act for the preservation of American antiquities," approved June 8, 1906; to the Committee on the Public Lands.

By Mr. FLANNAGAN:

H. R. 4576. A bill for the purpose of conserving the coal resources of the Nation, and for other purposes; to the Committee on Ways and Means.

By Mr. LYNCH:

H. R. 4577. A bill for the purpose of conserving the coal resources of the Nation, and for other purposes; to the Committee on Ways and Means.

By Mr. REECE of Tennessee:

H. R. 4578. A bill for the purpose of conserving the coal resources of the Nation, and for other purposes; to the Committee on Ways and Means.

By Mr. SCHIFFLER:

H. R. 4579. A bill for the purpose of conserving the coal resources of the Nation, and for other purposes; to the Committee on Ways and Means.

By Mr. ROESION of Kentucky:

H. R. 4580. A bill for the purpose of conserving the coal resources of the Nation, and for other purposes; to the Committee on Ways and Means.

By Mr. SIKES:

H. R. 4581. A bill to provide for the examination and survey of the Choctawhatchee River, Fla.; to the Committee on Flood Control.

By Mr. MAY:

H. R. 4582. A bill to amend section 6 of the act of July 2, 1940 (54 Stat. 714), and to continue said act in effect, and for other purposes; to the Committee on Military Affairs.

H. R. 4583. A bill to amend sections 4 and 5 of the act entitled "An act providing for sundry matters affecting the Military Establishment," approved June 5, 1942 (56 Stat. 314); to the Committee on Military Affairs.

H. R. 4584. A bill to remove the limitation on the right to command of officers of the Dental Corps of the Army which limits such officers to command in that corps; to the Committee on Military Affairs.

H. R. 4585. A bill to amend that portion of the act approved June 30, 1906 (34 Stat. 697, 750), authorizing the settlement of accounts of deceased officers and enlisted men of the Army; to the Committee on Military Affairs.

By Mr. BLOOM:

H. J. Res. 264. Joint Resolution proposing an amendment to the Constitution of the United States relating to the method of ratification of treaties; to the Committee on the Judiciary.

PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. GEARHART:

H. R. 4586. A bill for the relief of Athan Peter Brakoulis; to the Committee on Immigration and Naturalization.

By Mr. KIRWAN:

H. R. 4587. A bill for the relief of Mrs. Margaret Ellwood; to the Committee on Claims.

By Mr. LARCADE:

H. R. 4588. A bill for the relief of Robert L. Whiddon; to the Committee on Claims.

By Mr. McGEHEE:

H. R. 4589. A bill for the relief of the Muskingum watershed conservancy district; to the Committee on Claims.

H. R. 4590. A bill to reimburse certain Marine Corps personnel for personal property lost or damaged as the result of a fire at the Marine barracks, naval supply depot, Bayonne, N. J., on April 25, 1943; to the Committee on Claims.

H. R. 4591. A bill to provide for the reimbursement of certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire which occurred on the naval station, Tutuila, American Samoa, on October 20, 1943; to the Committee on Claims.

By Mr. PETERSON of Florida:

H. R. 4592. A bill for the relief of Charles R. Walker; to the Committee on Claims.

H. R. 4593. A bill for the relief of Thomas R. Clark; to the Committee on Claims.

PETITIONS, ETC.

Under clause 1 of rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

5433. By Mr. BRYSON: Petition of Cora Beals West and 39 other citizens of Jennings, La., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5434. Also, petition of Mrs. E. W. Yates and 115 other citizens of Cumberland, Md., urg-

ing enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5435. Also, petition of Margretta Alford and 51 other citizens of Baltimore, Md., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5436. Also, petition of J. W. Stafford and 48 other citizens of Cumberland, Md., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5437. Also, petition of James L. Boyer and 62 other citizens of Mansfield, Ohio, urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5438. Also, petition of Carroll Davis and 37 other citizens of Rock Hall, Md., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5439. Also, petition of Margaret M. Fisher and 84 other citizens of Burlington, Iowa, urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5440. Also, petition of Rev. William A. Herpich and 44 other citizens of Boonsboro, Md., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5441. Also, petition of Minnie C. Ressler and 62 other citizens of Warsaw, Ind., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5442. Also, petition of Mrs. Ed Cobb and 116 other citizens of Correctionville, Iowa, urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5443. Also, petition of Norman Riedesel and 83 other citizens of Niobrara, Nebr., urging enactment of House bill 2082, a measure

to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5444. Also, petition of Clarence A. Bratt and 33 other citizens of Clarence Center, N. Y., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5445. Also, petition of Earl Schlegel and 48 other citizens of Staunton, Ind., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5446. Also, petition of Leillie Kuhn and 245 other citizens of Rockford, Ohio, urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

5447. By Mr. COCHRAN: Petition of James H. McManaway and 30 other St. Louis citizens, protesting against the enactment of any type or kind of prohibition legislation; to the Committee on the Judiciary.

5448. Also, petition of O. George Heyl and 29 other St. Louis citizens, protesting against the enactment of any kind of prohibition legislation; to the Committee on the Judiciary.

5449. Also, petition of Mike Hogan and 100 other St. Louis citizens, protesting against the enactment of any type or kind of prohibition legislation; to the Committee on the Judiciary.

5450. Also, petition of Florence Ludwig and eight other St. Louis citizens, protesting against the enactment of any type of prohibition legislation; to the Committee on the Judiciary.

5451. By Mr. FITZPATRICK: Petition of the Greater New York Congress of Industrial Organizations Council, urging Congress to make arrangements to broadcast the proceedings of the Congress and requesting that in the event the existing broadcasting companies refuse their cooperation in providing this essential service to the people the Congress take steps to establish federally owned radio broadcasting stations for this purpose; to the Committee on Rules.

5452. Also, petition of the New York State Legislature, memorializing the Congress of the United States to take appropriate action for the observance of Bill of Rights Day throughout the United States; to the Committee on the Judiciary.

5453. By Mr. GAMBLE (by request): Petition signed by sundry residents in Peekskill, N. Y., protesting against the enactment of any and all prohibition legislation; to the Committee on the Judiciary.

5454. Also (by request), petition signed by John J. Whalen, of Pleasantville, N. Y., and other residents in Westchester County, protesting against the enactment of any and all prohibition legislation; to the Committee on the Judiciary.

5455. Also (by request), petition circulated by the board of governors of Port Chester Lodge, No. 863, Benevolent and Protective Order of Elks, of Port Chester, N. Y., protesting against the enactment of any and all pro-

hibition legislation; to the Committee on the Judiciary.

5456. Also (by request), petition signed by John Cox Farrall, of Mamaroneck, N. Y., and other residents in Westchester County, protesting against the enactment of any and all prohibition legislation; to the Committee on the Judiciary.

5457. Also (by request), petition signed by Samuel Kadish, of White Plains, N. Y., and other residents of Westchester County, protesting against the enactment of any and all prohibition legislation; to the Committee on the Judiciary.

5458. Also (by request), petition signed by John Bandel, of Peekskill, N. Y., and other residents of Westchester County, protesting against the enactment of any and all prohibition legislation; to the Committee on the Judiciary.

5459. By Mr. GRAHAM: Petition of the College Hill Reformed Presbyterian Church, of Beaver Falls, Pa., representing approximately 170 persons, urging the passage of House bill 2082, making unlawful the manufacture, sale, or transportation within the United States of alcoholic beverages for the duration of the war and until the termination of demobilization; to the Committee on the Judiciary.

5460. Also, petition of 20 residents of Renfrew, Pa., requesting the enactment of House bill 2082, which would stop the manufacture and sale of alcoholic beverages for the duration of the war and during demobilization; to the Committee on the Judiciary.

5461. Also, petition of the adult group of the Free Methodist Sunday School of New Brighton, Pa., representing approximately 83 persons, urging the passage of House bill 2082, making unlawful the manufacture, sale, or transportation within the United States of alcoholic beverages for the duration of the war and until the termination of demobilization; to the Committee on the Judiciary.

5462. Also, petition of the United Presbyterian Sunday School, of Darlington, Pa., representing approximately 50 adult persons, urging the passage of House bill 2082, making unlawful the manufacture, sale, or transportation within the United States of alcoholic beverages for the duration of the war and until the termination of demobilization; to the Committee on the Judiciary.

5463. By Mr. EDWIN ARTHUR HALL: Petition of the Hall Furlough Club, No. 3, West Endicott, N. Y., and signed by 102 residents of the Thirty-fourth Congressional District, urging the passage of the Hall furlough bill (H. R. 1504), providing free transportation during furloughs for members of our armed forces; to the Committee on Military Affairs.

464. B. Mr. KEOGH: Letter received from Francis Burns, of the Gray Envelope Manufacturing Co., Inc., 55 Thirty-third Street, Brooklyn, N. Y., with respect to pending tax legislation; to the Committee on Ways and Means.

5465. By Mr. LEFEVRE: Petition signed by 60 residents of Catskill, N. Y., protesting against the enactment of any and all prohibition legislation; to the Committee on the Judiciary.

5466. Also, petition containing signatures of sundry residents of Hudson, N. Y., protesting against prohibition legislation, sponsored by Frances Kostozewski; to the Committee on the Judiciary.

5467. By Mr. NORMAN: Petition of Virginia E. Smith, and 30 other signers from Belfair, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5468. Also, petition of Ed Pisor and 54 other signers from Mineral, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5469. Also, petition of A. J. Kent and 87 other signers from Mossy Rock, Wash., and

adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5470. Also, petition of William F. Austin and 29 other signers from Allyn, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5471. Also, petition of George W. McAter and 69 other signers from Centralia, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5472. Also, petition of Mary Evelyn Gibson and 206 other signers from Olympia, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5473. Also, petition of Maude M. Meyers, and 11 other signers from Centralia, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5474. Also, petition of Eugene Russell and 64 other signers from Olympia, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5475. Also, petition of George Ferris and four other signers from Hoquiam, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5476. Also, petition of Dean Brown and 24 other signers from Raymond, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5477. Also, petition of Oscar Perry and 14 other signers from Vader, Wash., and adjacent area, protesting against the enactment or consideration of any prohibition legislation; to the Committee on the Judiciary.

5478. By Mr. PLOESER: House Resolution No. 33 of the House of Representatives of Jefferson City, Mo., on the subject of soft-red winter wheat; to the Committee on Agriculture.

HOUSE OF REPRESENTATIVES

FRIDAY, APRIL 14, 1944

The House met at 12 o'clock noon.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

O Pilot of Galilee, who when the waters were contrary and Thy disciples looked to Thee for help, didst calm the waters, be with us as we face the threatening seas. Sobered by our mistakes, challenged by the virtues of our people, inspire us to take up anew the tasks awaiting us. Give us a conquering faith and spirits zealous for toil that the good in our daily lives shall last forever. In all our avenues of service, grant that the fear of the Lord may be the beginning of our wisdom and that a better day shall come for all.

O Man of Sorrows, for the joy that was set before Thee endured the cross, watch over those who are our defenders, temper every storm and bring them into the harbor of safety. Be Thou in the institutions of the poor, the unfortunate, and

the forgotten; search out the broken-hearted and the lonely and give them peace. Remember all who minister unto others and those who guard our streets and homes; free our souls from self-seeking and by prayer and meditation make us beautiful within. Help us to take the adventurous way, the high way, and the unexplored way which makes life worth living, making the springs of time and sense blessed with eternal good. In the name of Him who will go with us to the end. Amen.

The Journal of the proceedings of yesterday was read and approved.

EXTENSION OF REMARKS

Mr. COOPER. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD and include therein an editorial appearing in today's Washington Post entitled "T. V. A. and Politics."

The SPEAKER. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

Mr. PITTENGER. Mr. Speaker, I ask unanimous consent, first, to extend my remarks in the RECORD in connection with the school hot-lunch program, and, second, to extend my own remarks in connection with legislation for the benefit of men and women in the armed forces and also servicemen who have been discharged.

I have an estimate from the Public Printer indicating that this will take two and a quarter pages at a cost of \$101.25. I ask that notwithstanding the fact that it exceeds the limit I be permitted to insert it in the RECORD.

The SPEAKER. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

(Mr. BENDER asked and was given permission to extend his remarks in the RECORD.)

PERMISSION TO ADDRESS THE HOUSE

Mr. JONKMAN. Mr. Speaker, I ask unanimous consent that today, at the conclusion of the legislative program and following any special orders heretofore entered, I may be permitted to address the House for 15 minutes.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

EXTENSION OF REMARKS

Mrs. ROGERS of Massachusetts. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD and include therein a statement by Jesse Jones, Secretary of Commerce, regarding War Damage Corporation insurance.

The SPEAKER. Is there objection to the request of the gentlewoman from Massachusetts?

There was no objection.

Mr. ARENDS. Mr. Speaker, I ask unanimous consent that the gentlewoman from Connecticut [Mrs. LUCE] be permitted to extend her remarks in the RECORD and include therein a speech which she delivered before the Bridgeport Chamber of Commerce.

The SPEAKER. Is there objection to the request of the gentleman from Illinois?

There was no objection.

CALL OF THE HOUSE

Mr. FITZPATRICK. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

Mr. McCORMACK. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 52]

Allen, Ill.	Gilchrist	Murray, Tenn.
Anderson, Calif.	Goodwin	Newsome
Anderson, N. Mex.	Gore	Norrell
Andrews, Ala.	Gorski	O'Brien, Ill.
Baldwin, N. Y.	Granger	O'Brien, Mich.
Barrett	Green	O'Connor
Bates, Ky.	Gross	O'Toole
Bennett, Mo.	Hale	Outland
Bolton	Hall	Face
Bonner	Leonard W.	Peterson, Ga.
Boren	Harris, Ark.	Phillips
Brehm	Hart	Poage
Brooks	Hays	Poulson
Brumbaugh	Heffernan	Pracht,
Buckley	Hobbs	C. Frederick
Burch, Va.	Hollfield	Price
Burdick	Howell	Priest
Busbey	Jarman	Rabaut
Butler	Jeffrey	Ramey
Cannon, Fla.	Jennings	Reed, Ill.
Capozzoli	Johnson,	Rees, Kans.
Carrier	Anton J.	Rizley
Carson, Ohio	Johnson,	Robison, Ky.
Carter	Lyndon B.	Rockwell
Case	Johnson, Okla.	Rolph
Celler	Johnson, Ward	Russell
Chapman	Judd	Sabath
Chenoweth	Kefauver	Sadowski
Chipfield	Kelley	Saathoff
Clark	Kennedy	Scanlon
Coffee	Kerr	Schwabe
Compton	Kilburn	Shafer
Courtney	Klein	Sheridan
Curley	Knutson	Sikes
Davis	Kunkel	Simpson, Ill.
Day	Lambertson	Slaughter
Dickstein	Landis	Smith, Maine
Dies	Lane	Smith, W. Va.
Dingell	LeFevre	Snyder
Disney	Lesinski	Starnes, Ala.
Domenegeaux	Luce	Stewart
Douglas	McCord	Sumner, Ill.
Durham	McGregor	Talbot
Elmer	McWilliams	Talle
Elston, Ohio	Maloney	Tarver
Engle, Calif.	Manasco	Taylor
Feighan	Marcantonio	Voroy, Ohio
Fellows	Martin, Mass.	Weichel, Ohio
Fish	Mason	Weiss
Fogarty	Merritt	Wene
Ford	Merrow	Wheelchel, Ga.
Fulbright	Miller, Conn.	White
Fulmer	Monkiewicz	Whittington
Gallagher	Monroney	Wickersham
Gamble	Morrison, La.	Winstead
Gavin	Morrison, N. C.	Winter
Gerlach	Mruk	Woodruff, Mich.
Gifford	Murdock	Wright
	Murphy	

The SPEAKER. On this roll call 260 Members have answered to their names. A quorum is present.

On motion by Mr. McCORMACK, further proceedings under the call were dispensed with.

NAVY APPROPRIATION BILL, 1945

The SPEAKER. The unfinished business before the House is the question on the passage of the bill H. R. 4559.

The question was taken; and on a division (demanded by Mr. PATMAN), there were—ayes 190, noes none.

Mr. PATMAN. Mr. Speaker, a point of order. I object to the vote on the ground that there is no quorum present.